

FLIGHT

The
AIRCRAFT
ENGINEER
&
AIRSHIPS

First Aeronautical Weekly in the World. Founded January, 1909.

Founder and Editor : STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM

No. 956. (No. 16, Vol. XIX.)

APRIL 21, 1927

Weekly, Price 6d.
Post free, 7d.

Flight

The Aircraft Engineer and Airships

Editorial Offices: 36, GREAT QUEEN STREET, KINGSWAY, W.C.2
Telephone: Gerrard 1828. Telegrams: Truditur, Westcent, London.
Annual Subscription Rates, Post Free.

United Kingdom .. 30s. 4d. Abroad .. 33s. 0d.*

* Foreign subscriptions must be remitted in British currency.

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"FLIGHT" PHOTOGRAPHS.

To those desirous of obtaining copies of "Flight" Photographs, these can be supplied, enlarged or otherwise, upon application to Photo. Department, 36, Great Queen Street, W.C.2

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list:—

1927	
April 25 Annual Dinner, 29th Division Association, Cafe Royal, London.
April 27 Inst.Ae.E. Visit to Works of De Havilland Aircraft Co., Ltd., Stag Lane Aerodrome, Edgware.
April 28 "Seaplane Design," Major R. E. Penny, before R.Ae.S.
May 10 Aero Golfing Soc. Match, Berkhamsted.
May 10 "Aerial Survey," Maj. H. Hemming, A.F.C., etc., before Inst.Ae.E.
May 15 Hampshire Air Pageant, Southampton Aerodrome, Hamble.
May 19 Aero Golfing Soc. (FLIGHT Cup), Addington.
May 25 Inst.Ae.E. Visit to the National Physical Laboratory, Teddington, Middlesex.

INDEX FOR VOL. XVIII.

The Index for Vol. xviii of "Flight" (January to December, 1926) is now ready, and can be obtained from the Publishers, 36, Great Queen Street, Kingsway, W.C.2. Price 1s. per copy (1s. 1d. post free).

EDITORIAL COMMENT.



THE first real air race meeting we have had in England for many years. Thus can be described the Bournemouth Easter Meeting, which has just come to a close. That *everything* was not perfect goes without saying. Nothing is in this world. But, on the whole, the meeting was a very great success indeed—at any rate, from the sporting point of view. We have no means, of course, of knowing how the financial side fared, but the attendance appeared very good. The enclosures on the Ensbury race track are very large, and it takes a considerable crowd to make them look anything like full. The accommodation for the public was good, in the very nature of things, although the view from the grand stands and the enclosures was not all that might have been wished for as regards seeing the machines round the aerodrome turning point. This was mainly due to a change that became necessary—or, at any rate, advisable—owing to the northerly wind. It had originally been intended that the aerodrome turning point should be over the aerodrome, in full view from the grand stands. This would, however, have meant that in the handicap races where the faster machines were starting just as some of the slower ones came around after their first lap, there might have been some risk of interference, and in the interest of safety it was decided to shift the aerodrome turning point up to the top of the old shed at the southern corner of the aerodrome. The location of this is such that it is in line with the grand stands, so that it becomes necessary to walk down into the enclosures to get a good view of the machines as they round the turn. As the weather

was excellent, this proved no great hardship, but some other scheme should be evolved for the next meeting.

Last week we commented upon the fact that a welcome feature of the meeting was the predominance of the "private" as compared with the "trade" element. But a few years ago it would have been impossible to have held a meeting at which such a large percentage of the competing machines were privately owned by clubs or individuals. Thus, in yet another direction the light plane clubs have done excellent propaganda for flying. All will sympathise sincerely with the Hampshire Club in the loss of its "Moth," and for the moment this club is, we believe, without a single machine. It is to be hoped that this defect will soon be remedied.

◆ ◆ ◆

Racing Light Planes

The experience at Bournemouth seems to indicate that a future development of the sport may be the production of machines specially designed for racing. By this we do not mean aeroplanes of several hundred horse-power, but merely machines, designed for existing engines, specially designed for racing. The two-seaters taking part in the Bournemouth meeting are utility machines first and foremost. They were never intended for such specialised work as racing, although they do—we are the first to admit it—provide very excellent sport, indeed. Without in any way attempting to produce freaks—the last thing in the world we should desire to encourage, we do think that some very interesting results might be obtained by taking a "Cirrus" or a "Genet" engine and designing for it a machine—single seater for preference—with everything "cleaned up" specially for racing. That speeds of well over 100 miles per hour could be attained there can be no doubt, and with engines of about 75 h.p. it should be possible to reach, or even to exceed the speed of the fastest machine at the Bournemouth meeting—Dudley Watt's S.E. 5A. Speed as such is, we are aware, of relatively small value in air racing, provided competing machines are fairly evenly matched. But we believe that even with machines of such relatively low power, a good deal could be learned which would be of benefit in the design of more powerful machines.

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Variety

If we have any criticism at all to make of the Bournemouth meeting, it is that there was a certain "sameness" about it. The racing on one day was very much like the racing on another. Why could not some small gaps be left between races, in which exhibitions of stunt flying could be given? Four solid hours of racing are apt to pall, and if the meeting goes on for three days, it is scarcely to be expected that the public can retain its interest undiminished. A little "comic relief" in the form of "crazy-flying" by Longton, for instance, would, we feel sure, be welcomed, and

it is not difficult to think of other items which would lend a little variety to the proceedings. As the programme for this year's air racing has already been fixed, it is probably too much to hope for meetings elsewhere. Why all the meetings of this character should necessarily be held at Bournemouth we do not know. Such meetings are excellent propaganda, and surely the obvious thing would be to hold them all over the country, and not at one particular seaside resort. After all, the whole of Great Britain does not go to Bournemouth, attractive as that town may be, and there must be hundreds of others with equally valid claims.

◆ ◆ ◆

A Faux Pas

The most astonishing feature of the Bournemouth meeting, and one which must have established a "record," was the presence of the Handley Page "Hampstead" with three Bristol "Jupiter" engines, which was used for the undignified task of taking holiday crowds for "joy-rides" over Bournemouth and surrounding districts. We look forward to seeing a whole fleet of Imperial Airways machines taking 'Arry and 'Arriet for aerial coconut shies on Hampstead Heath on August Bank Holiday. Truly "joy-riding" is a strange occupation for a Million Pound Monopoly Company subsidised out of the taxpayers' money! It might have been thought that if the London-Paris route, &c. has no use for one of the latest "air liners," then some other route might have been found where a machine of this type could be employed on its legitimate business of providing serious transport. It will probably be argued that giving people at Bournemouth "joy-rides" is good propaganda. On the argument that "there is no bad beer, but some beer is better than other" this may be defended. But it was surely never the intention that Imperial Airways should carry out propaganda of this sort. Their propaganda should and must consist in convincing people that flying from one town to another, from one country to another, is now a safe and speedy form of transport, to be taken seriously and made full use of. "Joy-riding" at a seaside resort is likely to have the opposite effect and cause people to regard flying merely as a "stunt."

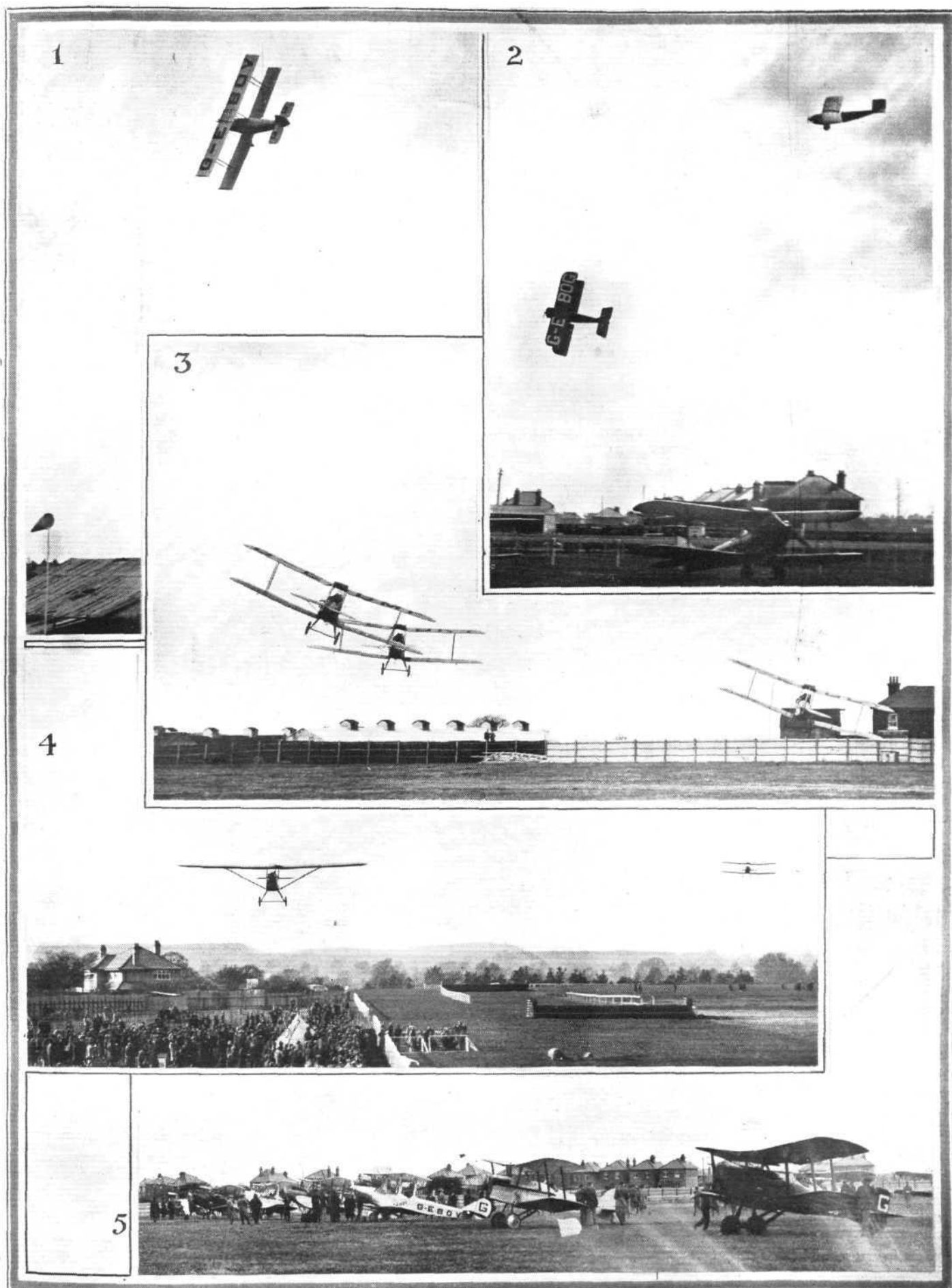
Quite apart from the undignified spectacle of a large modern three-engined aeroplane engaging in this sort of thing, there is another side to the question. The Million Pound Monopoly was granted as a monopoly. That is to say, no other firm or company in the country can be granted a subsidy for flying anywhere in Europe. This places Imperial Airways at a great advantage. Why, then, should such a monopoly company come along and start competing with our "joy-ride" concerns, who receive no subsidy whatever? Already plenty of difficulties face our struggling "joy-ride" concerns, who are doing splendid propaganda. For a monopoly company to cut in is in the worst of taste, and we trust that there will be no more "Imperial Joy-riders."



Chittagong Survey Completed

THE Air Survey Company, Ltd., of London and Rangoon, has now completed the survey in the Chittagong district for the Government of Bengal. 1,200 square miles have been covered by vertical photographs, and despite unsettled weather conditions, good results have been obtained. Additional work was done over some tea plantations, and maps to

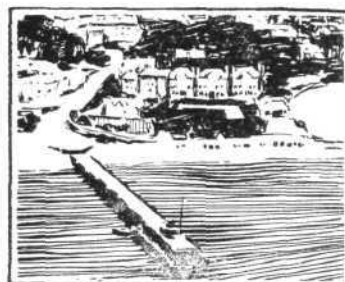
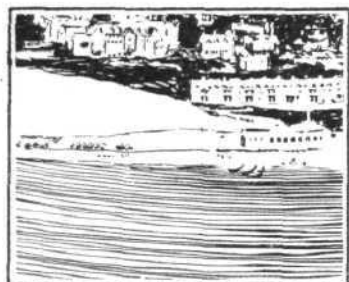
a scale of 8 in. to the mile were prepared. The survey party has now left for the Malay States for further survey, which will include a large-scale town plan of Georgetown (Penang). Mr. R. C. Kemp, managing director of the Air Survey Company, is now in the East superintending a number of contracts, and Colonel C. H. D. Ryder, the chairman, who has been in India for two months, is expected home soon.



[" FLIGHT " Photographs]

GOOD FRIDAY AT BOURNEMOUTH : 1, Hinkler rounding the aerodrome turning point. 2, Dudley Watt on his S.E.5A cuts under Jones on the ANEC II while rounding the turning point. 3, Three " Moths " take off together in the Christchurch Handicap Stakes. From left to right the machines are : MF (Spooner), KT (Beaumont) and LV (Twemlow). 4, In the Branksome " Cirrus " Handicap Stakes. In the foreground England on the " Widgeon III." 5, The line-up for the Poole Handicap.

THE BOURNEMOUTH EASTER MEETING

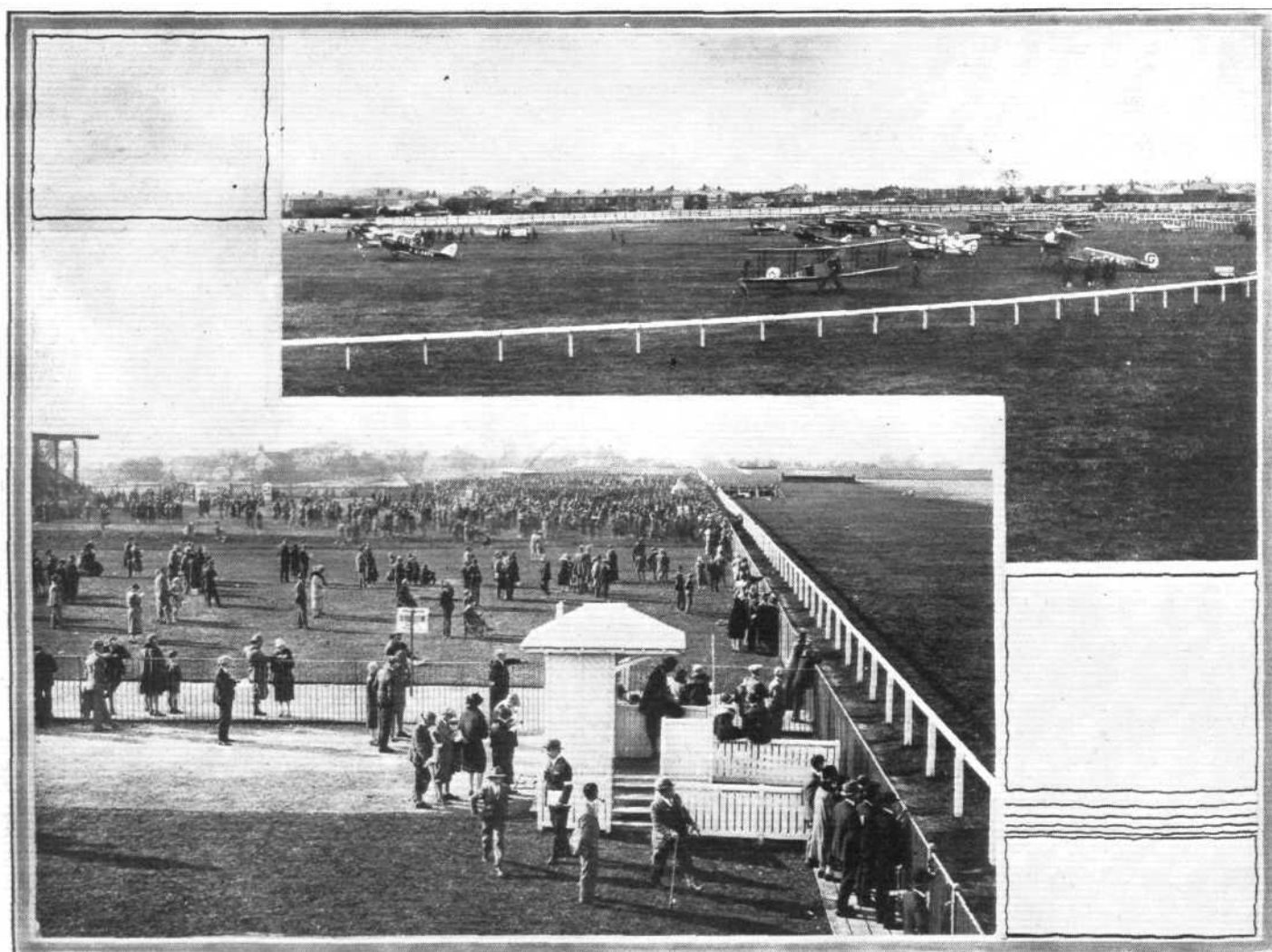


Bournemouth, Good Friday, April 15

For several years now FLIGHT has advocated the introduction of "one-design" racing, somewhat on the lines familiar to yachting enthusiasts, pointing out that air racing between machines of widely differing power and characteristics, in which one machine has to give another a very long start is not likely to be anything like as interesting as is a race between machines of identical type and power. In the latter case scratch racing becomes possible and the race is decided mainly by the skill of the pilot in flying a good course, cornering, flying high or low according to the wind direction, etc. The Bournemouth Easter meeting, although the great majority of races are handicaps, seems to have brought much nearer the day of the one-design race, thanks mainly to the de Havilland Aircraft Company's production of the "Moth," which is the machine used by all the subsidised light 'plane clubs, and which is represented by some nine or ten out of the 28 machines present at the Ensbury Park racecourse. The

fact that the "Cirrus Mark II" engine has been introduced recently has resulted in a number of "Moths" being equipped with this engine, and consequently a distinction has to be made between those "Moths" fitted with the more powerful "Cirrus" and those which still use the older Mark I. Nevertheless, the Bournemouth meeting is remarkable for a much closer similarity between competing machines than we have had in air racing in this country for very many years, if ever before. This, we think, is a step in the right direction. Another welcome feature of this meeting is that the private element, as represented by private owners, the light aeroplane clubs, etc., forms a large percentage as compared with the "trade" machines. This also is a healthy sign, and promises well for the future of air racing in Great Britain. Altogether the first air race meeting of 1927 has all the appearances of marking an important milestone in British sporting aviation.

Altogether 21 events have been planned for the Bourne-



["FLIGHT" Photographs]

THE BOURNEMOUTH EASTER MEETING 1927 : Top, a view of the aerodrome, with some of the machines.
Below a general view of the enclosures.



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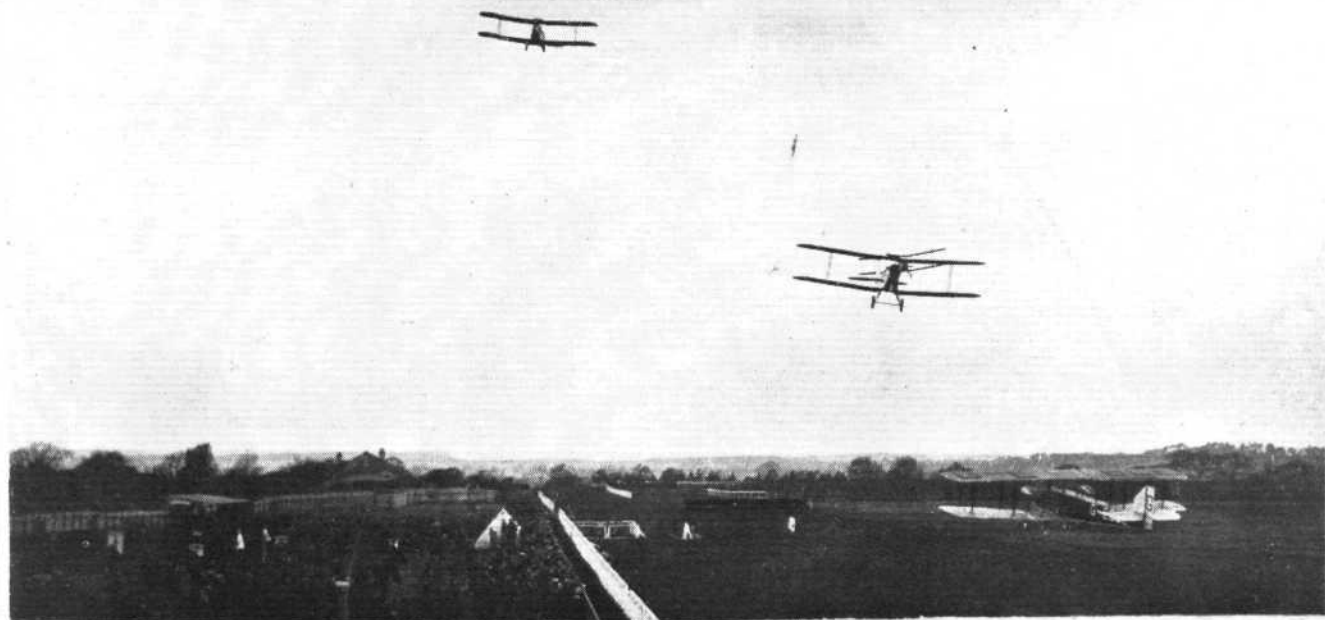


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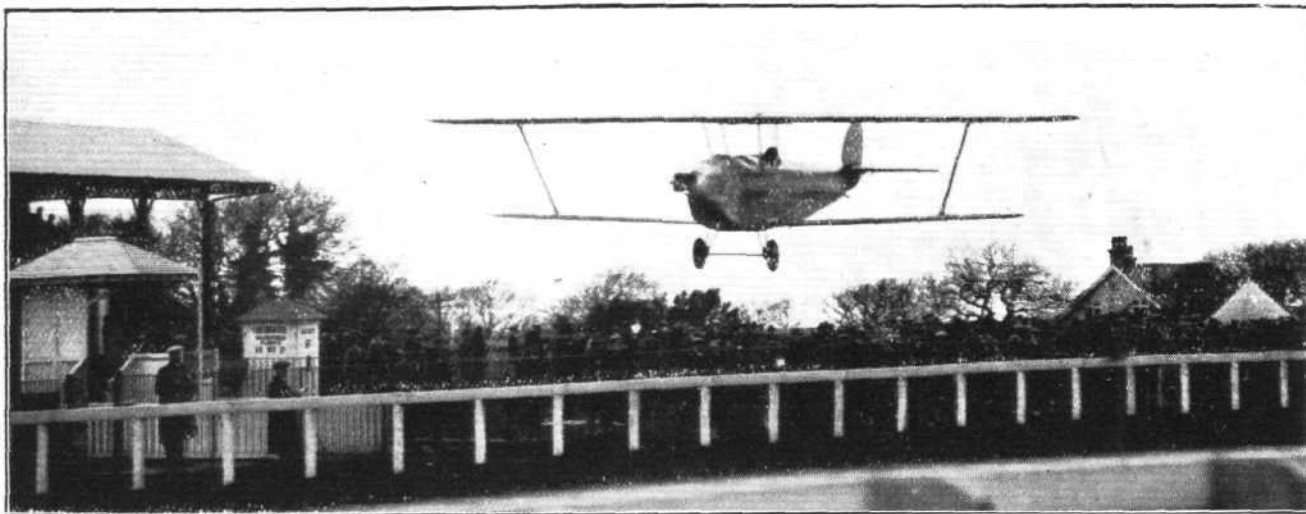


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[" FLIGHT " Photographs]

A FEW MORE GOOD FRIDAY PICTURES : 1, Captain Geoffrey de Havilland winning the Final of the Branksome "Cirrus" Handicap. 2, Cantrill rounding the turning point in second heat of the same race. 3, Line-up for the second heat. The "Imperial Joy-rider" lands somewhat close to the mere private machines. 4, Third, fourth and fifth in Branksome "Cirrus" Handicap were : Pope on PG, Stack on PU, and Gray on QN.



[“FLIGHT” Photograph]

RAGG OUT (TO WIN) : A typical picture of the Farnborough Hawker “Cygnet.” Often this machine would fly between the rails instead of above them.

mouth Easter meeting, and the number of entries attains the formidable figure of 153, which is probably a record in this country. As we pointed out in last week's issue, this does not mean that there are more than 150 machines at Bourne-mouth, but merely that many of them have been entered for all, or nearly all, of the events. In point of fact, there are 28 machines entered for the races, and as it is a somewhat tedious task to sort them all out from the entries list, we have thought that a brief indication of the number of machines of each type present may be of interest.

The de Havilland “Moth” is the type best represented, there being no less than nine of these on the ground, of which three are fitted with the Mark I “Cirrus,” five with the Mark II, and one with the Armstrong-Siddeley “Genet.”

The Avro “Avian” is present in three examples, of which one is Bert Hinkler's original “Avian” from last year's Lympne meeting, the other two being the first of the new production type, in which the wing tips have been rounded off. All three are fitted with the “Cirrus” Mark II engine.

The Westland “Widgeon” type is represented by two machines, of which one is last year's “Widgeon II” with

“Genet” engine, the other being the new production model, with a wing of different area and proportions, and fitted with a “Cirrus” Mark II. The “Widgeon III,” as the new model is called, is a two-seater, whereas the “Widgeon II” is being flown in the races as a single-seater.

The original “light plane” class of machine, *i.e.*, aeroplanes with engines of not more than 1,500 c.c. capacity, is represented by two Hawker “Cygnet” (the winner of last year's *Daily Mail* competition and the other “Cygnet” with which the R.A.E. Aero Club obtained second prize), the Bristol “Brownie” single-seater monoplane, Comper's C.L.A.4, and the A.N.E.C. II, now owned and flown by Mr. N. H. Jones. These machines are all fitted with the Bristol “Cherub” engine.

The Blackburn Company is represented by the “Bluebird” fitted with “Genet” engine, and attained fame before the beginning of the meeting by being the “target” of a “gentleman farmer” who peppered it with shot, fortunately without injury to Squadron-Leader Longton or serious damage to the machine. It is, however, obvious that Longton may have been within a hair's breath of death, since it would only



[“FLIGHT” Photograph]

FINISH OF WINTON HANDICAP : In the lead is Ragg on the Farnborough Hawker “Cygnet” flying low. He repeatedly flew between the white rails and the enclosures. Behind him is Comper on CLA4. In the original photograph four more machines can be seen in the background, approaching the finishing line.

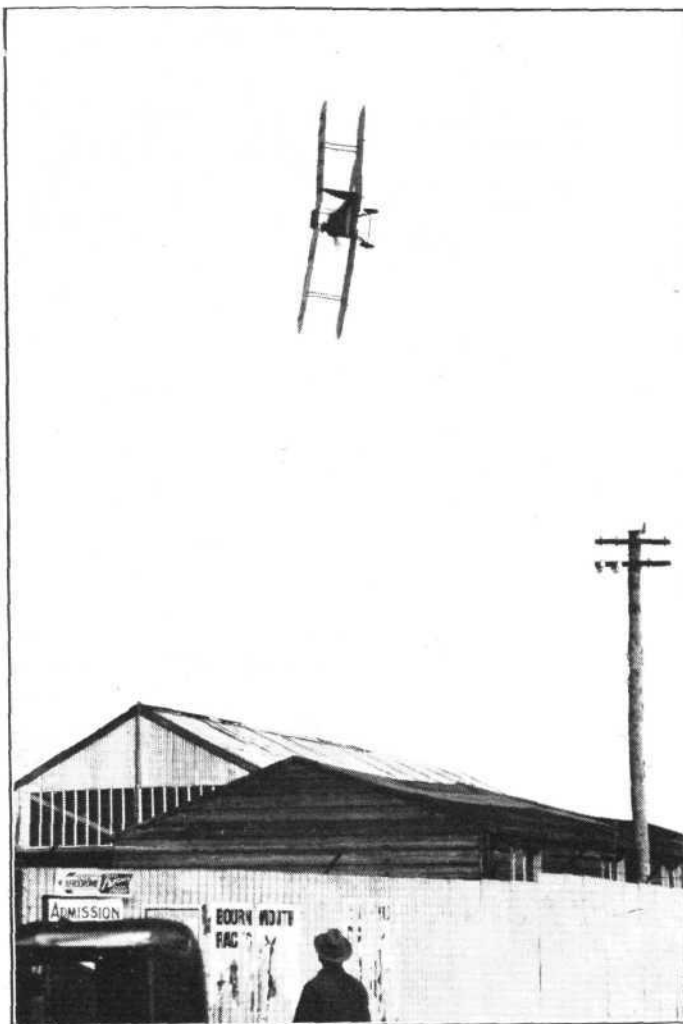
have required a pellet to hit him in the eye, when, flying low as he was, he might, and probably would, have lost control momentarily, and the machine would almost certainly have crashed. It is to be hoped that the man responsible for this outrage will be made to realise the seriousness of his offence.

The remaining types of machines are: 3 S.E.5A's with "Viper" engines, the Avro "Gosport" with Gnome mono-soupape, the Avro-Lynx with Armstrong-Siddeley "Lynx" engine, and two Avro 548's with Renault engines. The Avro-Lynx is the new machine with "K" struts and biconvex wing section, in which the centre of pressure is stationary. This machine carries the identification letters G-EBKQ.

The Ensbury Park Racecourse is not altogether ideal as an aerodrome, and the lack of hangars for the accommodation of machines is one of the most serious drawbacks. As it is the machines have to be protected by tarpaulins overnight, and in case of a gale springing up during the night there is some risk of the machines getting damaged. The approach to the aerodrome is somewhat difficult, especially with a northerly wind, such as we have had here today, as this necessitates coming in over the houses. However, hitherto there has been no real trouble, and in the matter of public accommodation, the grand stands and enclosures give a very good view of the aerodrome.

The triangular course—one of approximately 5 miles' length—is such that the machines are in sight most of the time, except when they fly very low in order to get out of the head wind on their way from the first to the second turning points.

Col. G. L. P. Henderson is busy carrying passengers in his Avros, and the large three-engined Handley Page "Hampstead" belonging to Imperial Airways is being used for passenger flights over Bournemouth and to the Isle of Wight. It appears to do good trade, although it seems questionable whether "joy-riding" is the proper



["FLIGHT" Photograph]

TAKING A BROAD VIEW: This photograph shows Capt. Broad on his "Moth" (NO) which should have had the identification letters YES, doing a vertical bank in the first heat of the Business Houses Handicap on Saturday.

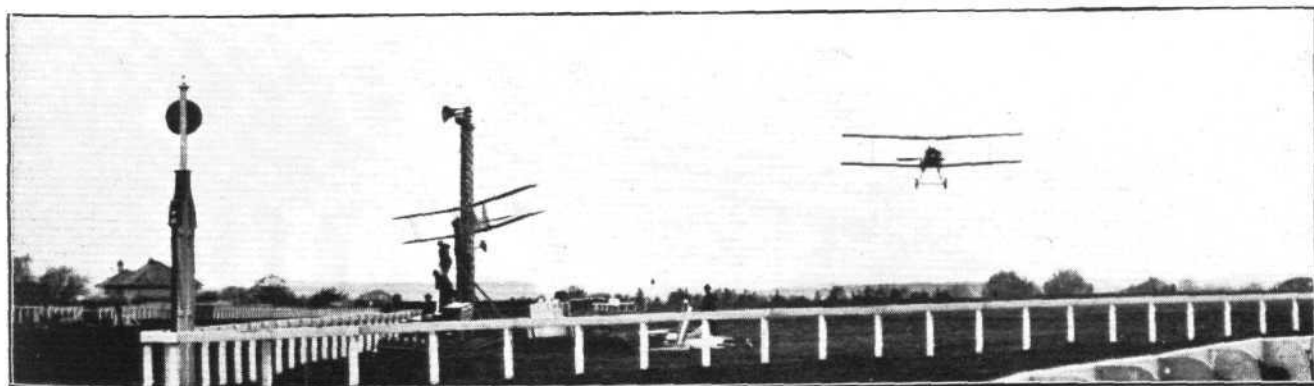
province of a million pound monopoly company subsidised by the Government, i.e., out of the taxpayer's pocket.

THE RACES

The first race of the meeting commenced at 2.30 p.m. today and was known as the *Boscombe Stakes*. This was a scratch race between three "Moths" fitted with "Cirrus" Mark I engines. The three entries were from the London (MF), Hampshire (OH) and Lancashire (LV) clubs, the pilots being Capt. Sparks, Flight-Lieut. Thomson, and J. Scholes respectively.

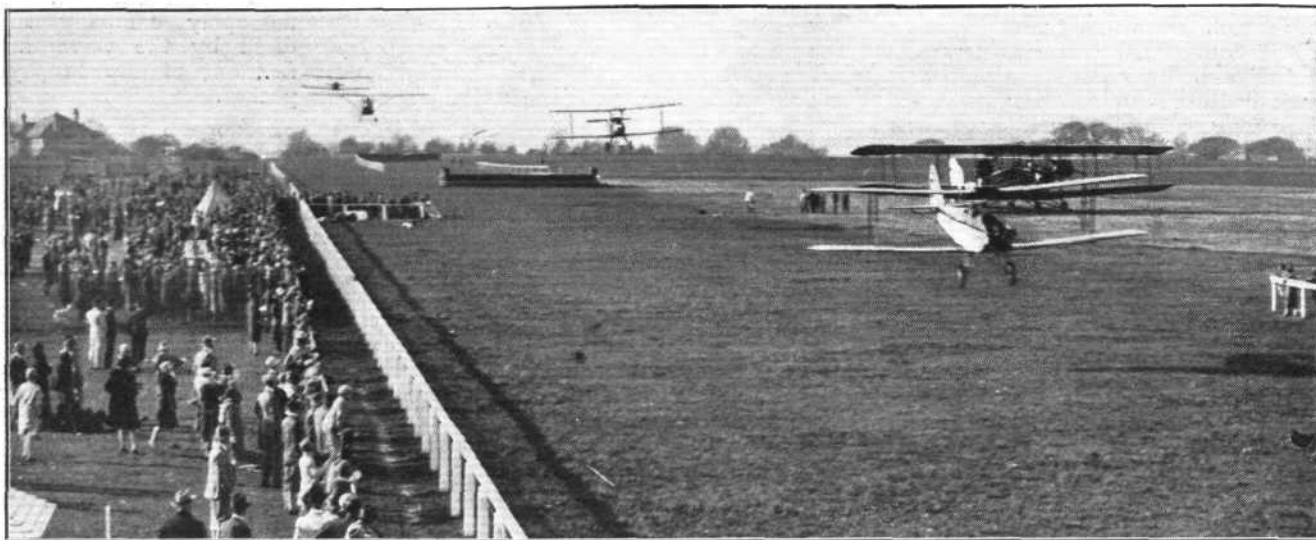
Sparks got the inside of the turn in taking off, and made the most of his advantage. The course was one of ten miles (two laps of the course), and Sparks was leading by a fair margin the first time around. The Lancashire machine (LV) appeared to fly far past the second turning point, and when ultimately he arrived at the aerodrome he was hopelessly out of the running and retired. In the second lap Sparks maintained his lead, and won by a comfortable margin, having covered the course at an average speed of 76 m.p.h., whereas the Hampshire machine (OH) averaged 74 m.p.h. The speeds are scarcely indicative of what the machines can do, and allowance should be made for a very strong northerly wind, which continued to blow all day, and made the speeds put up a great deal lower than they would otherwise have been.

The Poole Handicap:—This race was open to owner-pilots, and had drawn eight entries, of which, however, PU (Lady Bailey's "Moth") was a non-starter. Col. Henderson's Avro 548 (G-EBAJ) was the limit machine, receiving an allowance of 5 mins. 24 secs., the two S.E.5A's being scratch. In order to facilitate reference, it is proposed to collect at the end of these notes the handicap allowances, winners, speeds, etc., in the form of a table, from which comparisons may more readily be made, and a more useful picture formed of what happened in the various races. Readers are, therefore, referred to the table on page 244 for



["FLIGHT" Photograph]

NECK AND NECK: Hamersley on the Avro "Lynx" and Watt on his S.E.5A approaching the finishing line in the High-Power Handicap. Watt won by a few feet.



[“FLIGHT” Photograph]

GOOD HANDICAPPING : Four machines approaching the finishing line in the first heat of the Holiday Final Handicap on Easter Monday. The machines are, in the order of finishing: OU (Sempill), QL (Cantrill), JT (Openshaw), and KQ (Hamersley).

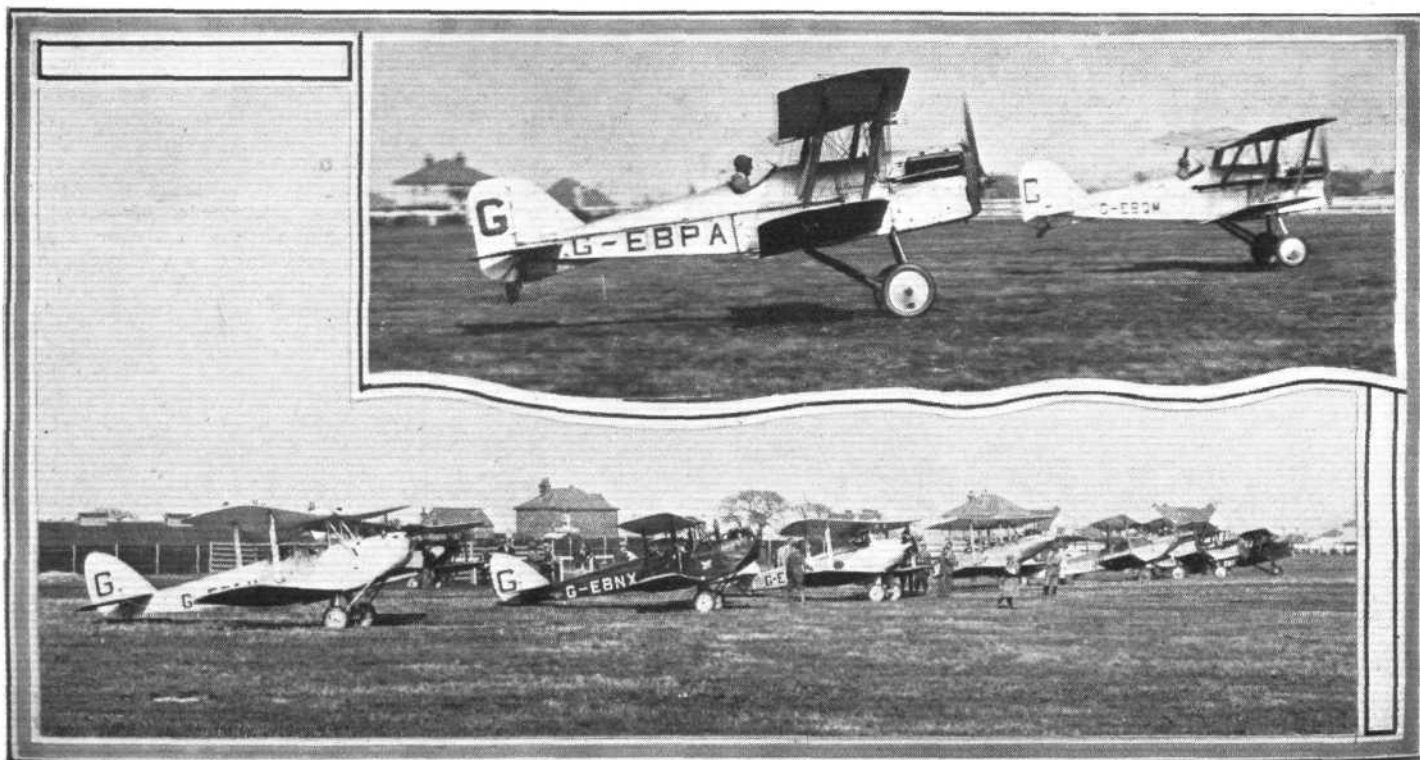
data relating to this and the following races, and the following brief notes are intended merely to elucidate such points as are not obvious from an examination of the table.

All the pilots flew well in this race, but Dudley Watt's handling of his S.E.5a was especially praiseworthy, and the rate at which he overtook one after another of his rivals was most exciting. Jones on the ANEC was actually overtaken while rounding the aerodrome turning point. Another competitor who drew up well was Capt. de Havilland on his “Moth X,” who flew a remarkably good race and cornered in excellent style. At the finish Watt came in an easy winner, with de Havilland second and Henderson on AJ third.

Christchurch Handicap Stakes:—Open to any type of aeroplane owned by a flying club, this race drew four entries, of which one was the Bristol “Brownie” (JM), the other three being “Moths” (MF and KT from the London club, and LV from the Lancashire club). The three “Moths”

gave the “Brownie” 2 mins. 12 secs. start, and the first time round (the course was one of 20 miles, or four laps) Capt. Spooner on MF had got ahead of the other two “Moths,” which came round almost together. The second time round, the “Brownie” was still in the lead, followed by MF, while LV had dropped behind KT. The order of rounding the third time was: MF, JM, KT, LV, and at the finish Spooner on MF came in first, with KT (Major Beaumont) second and Twemlow on LV third.

The Ensbury Park Stakes:—This race, one of 10 miles, or two laps of the course, was for machines with engines not exceeding 1,500 c.c., and had drawn five entries. Jones, on the ANEC II, was to start scratch, giving the Bristol “Brownie” and the CLA4 41 seconds start. This machine, was, however, withdrawn, and only four started; the two “Cygnets,” the “Brownie,” and the CLA4. With the ANEC a non-starter Bulman became the scratch man on the Hawker “Cygnet,” giving Ragg on the R.A.E. “Cygnet”



[“FLIGHT” Photographs]

THE “KILL-JOY” TROPHY : A line-up of the machines and, inset, two of the S.E.5A's taking off together.

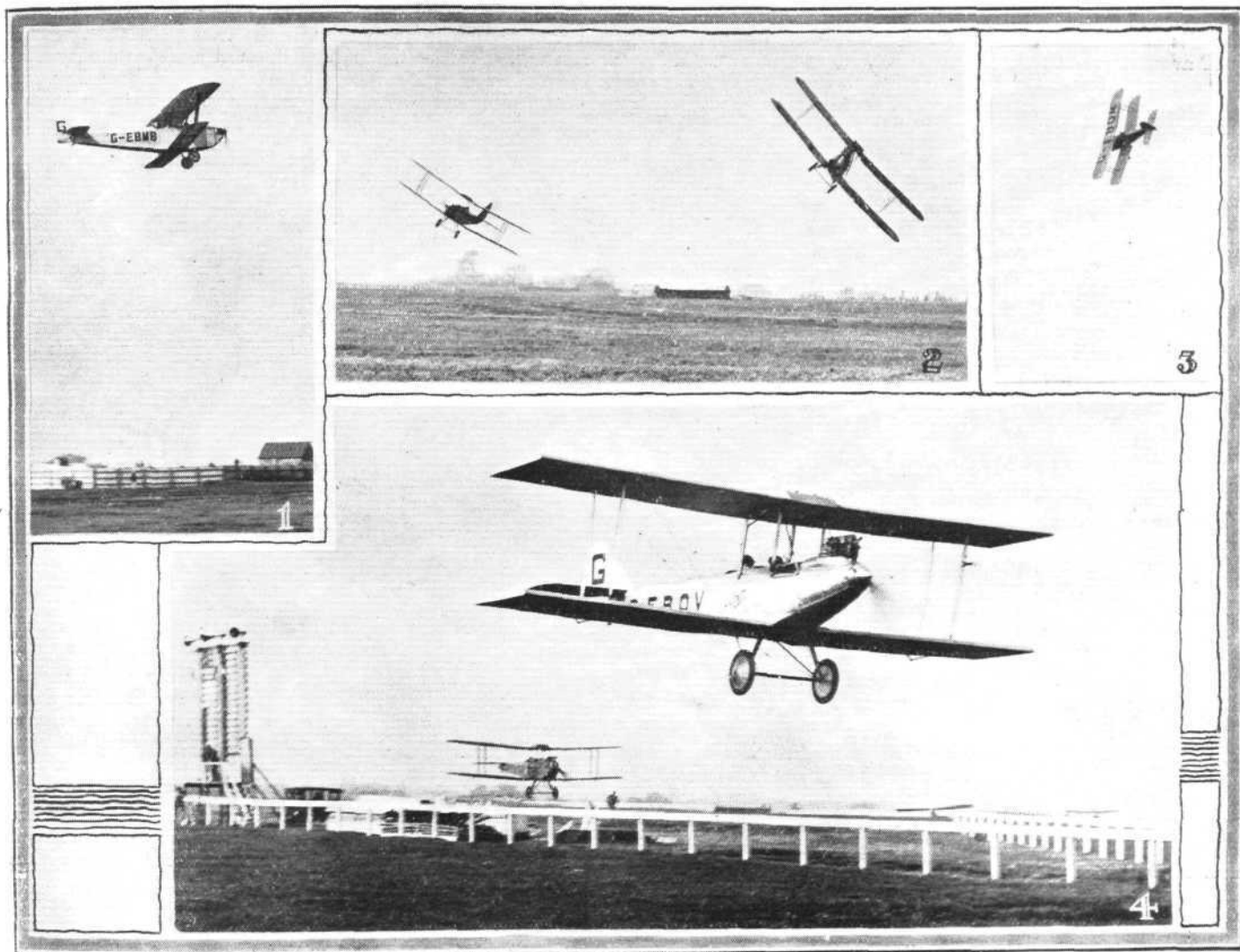
6 seconds start. Already the first time round Ragg had taken the lead on JH, and Bulman had moved up to second place, with Comper on PB third and P/O Lucas on the "Brownie" last. This order was maintained to the finish, Ragg winning the race, with Bulman second. The two "Cygnets" flew the course at practically the same speed, Ragg's being about one-quarter of a mile per hour faster than Bulman's.

Branksome "Cirrus" Handicap Stakes.—Flown in two heats and a final, each consisting of 20 miles, or four laps of the course, this race was open to any type of aeroplane fitted with "Cirrus" Mark I or Mark II engine. In the first heat were Hinkler's "Avian," the Westland "Widgeon III," and five "Moths." The two "Moths" with Mark I "Cirrus" engines received 2 mins. 31 secs. start, and Hinkler started scratch on his "Avian." The Lancashire "Moth"

and was thus a non-starter. The remaining six machines were: Two Avro "Avians" (QN and QL), and four "Moths." The two "Avians" started scratch, with KT and OH as limit machines with an allowance of 2 mins. 31 secs. Flying in this race was Capt. de Havilland on CH, and already the second time round he had gained the lead, a position which he retained to the end. At the finish, Stack on Lady Bailey's "Moth" (PU) was second, with Flight-Lieut. Gray on the "Avian" (QN) third.

The final of this race was flown by the first three in the heats, and was won by a wide margin by Capt. de Havilland on his "Moth X" (QH), with Broad on NO second, and England on the "Widgeon III" (PW) third.

Bournemouth, Saturday, April 16:—The weather to-day was much better than yesterday. The sun was shining brightly, and the wind, which still kept to the north



FLIGHT "Photographs"

AT THE BOURNEMOUTH MEETING: 1, Bulman on the Hawker "Cygnet." 2, Two "Moths" (OU and PG) start together in the Hotels and Restaurants Sweepstake Race on Easter Monday. 3, Flying Officer A. H. Wheeler banks his S.E.5A around the aerodrome turning point in the Holiday Final Race. 4, Bert Hinkler on his "Avian" leads Broad on the "Moth" in the Final of the Hotels and Restaurants Race.

(LV) was a non-starter, leaving six machines to fly in the race. After the first lap, Terrell on MF, was still in the lead, and Broad on NO had drawn up to second place. After two laps, Broad, whose cornering was excellent, had gained the lead, with MF second. This position was held by Broad to the finish, but Flight-Lieut. Pope, on PG, drew up to second place, and Sqd.-Leader England, on the "Widgeon III" (PW) moved up to third place during the last lap. Hinkler, on his "Avian," failed to improve his position, and was, in fact, slower than the "Widgeon III." It should be realised, however, that his machine is fitted with a propeller designed for cruising (in preparation for his flight to Australia), and that therefore the machine does not show up to advantage at top speed.

For the second heat seven machines had been entered, but one of these, the Short "Mussel" is not at the aerodrome,

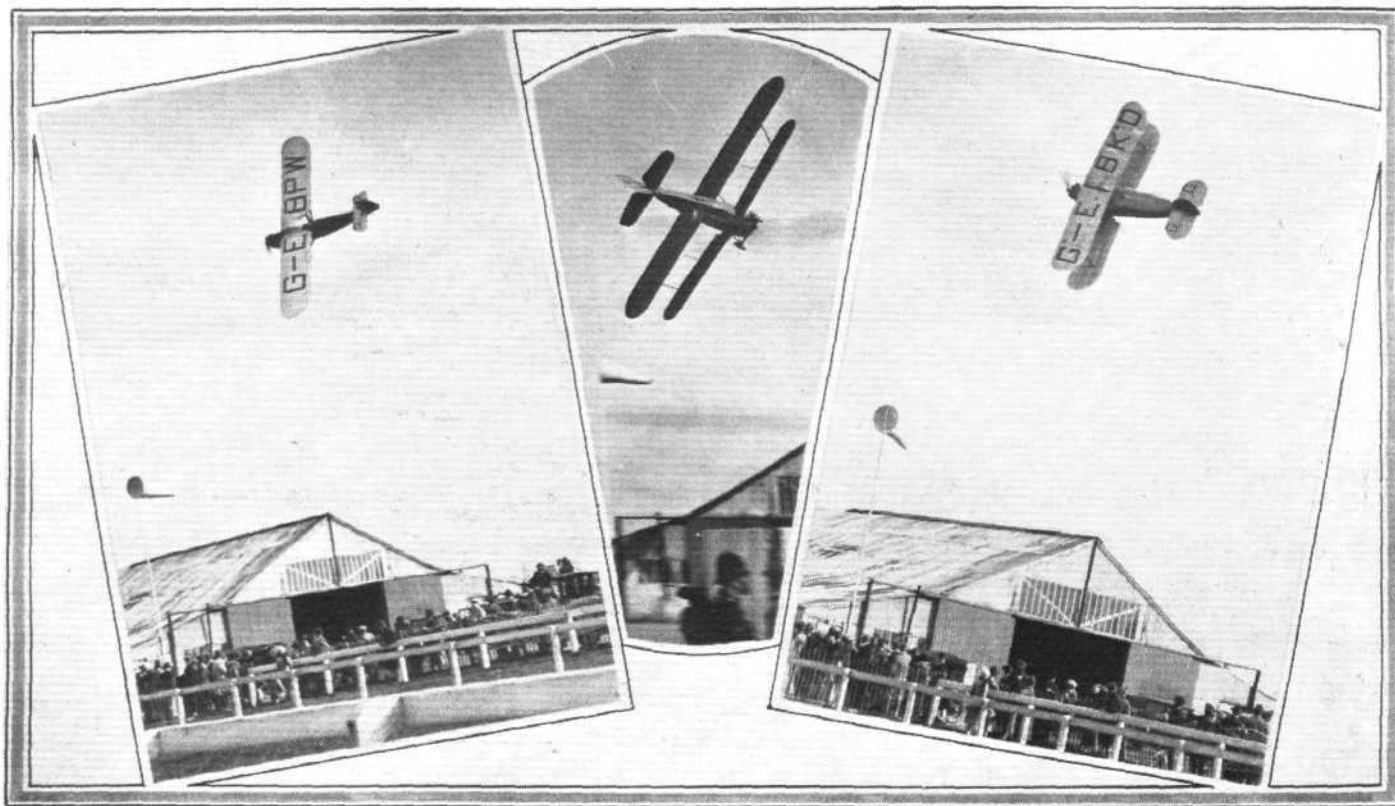
was nothing like as strong as yesterday, so that better speeds should be put up. The first race of the day was

The Bournemouth Easter High-Power Handicap, which was open to machines with engines of 100 h.p. or over. The five machines entered for this race were: Three S.E.5A's, the Avro "Gosport," and the Avro-Lynx. The "Gosport" (NE) received 4 mins. 51 secs. start in the 20 miles, and the "Lynx" (KQ), 2 mins. 6 secs., while the three S.E.5A's started scratch. It soon became evident that Watt's machine (OG) was very much faster than the other two S.E.'s, but at that it became a very close race between him and Flight-Lieut. Hamersley on the "Lynx" (KQ), Watt overtaking Hamersley almost on the finishing line, and apparently less than a "head" separating the two machines.

The Winton Handicap (20 miles) was for machines entered by flying clubs, and piloted by instructors. Ten

Bournemouth "Aerial Oaks" Handicap:—This race lost some of its interest owing to the absence of Lady Bailey, who has not yet quite recovered from her recent mishap at Stag Lane. The race was for lady pilots, and consisted of two laps of the course. Mrs. J. R. Bell started scratch on Broad's "Moth" (NO), giving Miss O'Brien on KT 50 seconds start. Miss O'Brien handled her machine splendidly, her cornering being particularly good. Mrs. Bell, although flying very well indeed, did not appear quite so certain of herself, and Miss O'Brien deserved her win. She got 75 m.p.h. out of KT around the course, which was by no means bad. KT.

The Final.—The final of this race, the last race of the day, was flown by the first three machines from the two heats, the limit man being Youell on the Renault-Avro, with Hamersley on the Avro "Lynx" at scratch. During the first lap the position of all six machines remained the same as at the start, with AJ in the lead and KQ last, but during the remaining laps some slight changes took place, although not to any very marked extent, and the race proved somewhat unexciting. At the finish Youell on AJ was an easy first.



A GOOD HAND : On the left, Squadron Leader Tom England on the Westland "Widgeon III." In the centre, Ragg on the Farnborough Hawker "Cygnets." On the right, Longton on the Blackburn "Bluebird."

Heat 2.—Nine machines started in the second heat of the Bournemouth and District Business Houses Handicap Sweepstake. Terrell on "Moth" KT was the limit man, and Watt on his S.E. 5A (OG) was scratch. So much time did he give the other machines that the fifth of these was approach-

Thus the second day's racing came to a close without any accident of any kind, and with a promise of even better weather for the flying on Easter Monday, when a very full programme had been drawn up.

The change in the wind necessitated a slight re-arrangement in the racing, since the machines, instead of starting from the southern side of the aerodrome as they had been doing during the first two days, were obliged to take off from the far side of the aerodrome directly opposite the grand stands. This meant that they had almost to double back on their tracks as soon as they got into the air, a fact which gave the cleverer pilots an opportunity of stealing a march on their opponents

during the take-off. Several of them were not slow to take advantage of this, and some remarkable starts were witnessed during the afternoon.

Bournemouth and District Hotels and Restaurants Association Handicap Sweepstake.—The day's flying started somewhat badly with this race, since one of the machines came to grief during the actual take-off. This was the Hampshire Club's "Moth" OH, piloted by Flt.-Lieut. Thomson. This machine was the second to take-off, and as soon as it had left the ground it was obvious that the engine was running none too well. However, the pilot carried on, probably thinking that the trouble would right itself once he got going. The machine had no sooner got outside the corrugated fence of the aerodrome than the engine cut out altogether, and an immediate landing became necessary. The pilot did the obvious thing and continued the left-hand turn in which he found himself, swinging towards the aerodrome as he did so. Unfortunately, the height available was just insufficient to regain the aerodrome, and the machine hit the fence with a thud and broke up. For a few moments there was intense anxiety for the safety of the two occupants, but in about five seconds after the crash two figures were seen to emerge and wave their arms to indicate that all was well. How Flt.-Lieut. Thomson and his passenger escaped is rather a marvel, as not only was the machine badly damaged, but the barbed wire running along the top of the fence had been torn away for many yards each side of the wreck, and had passed right across the top of the front cockpit. The steel struts which support the centre-section had, however, stood up to the shock, and had

leading at the end of the third lap. At the finish, when Openshaw came in first on the "Widgeon II," with Hinkler on the "Avian" OV second and Sempill on the "Genet Moth" third, it became obvious that something must have happened. After waiting for some time, however, news was received that the machine had landed without doing itself or its occupants any damage. The entrants of the first three machines in this heat were: the Royal Bath Hotel, the Highcliffe Hotel, and the Gordon Hotel.

The "Kill Joy" Trophy.—Before flying the final of the Hotels and Restaurants Handicap the race for the "Kill Joy" Trophy and Stakes £55 presented in the way of consolation for the prohibition of Sunday flying was flown. The only non-starter in this race was Jones on the ANEC II, who was busy repairing his undercarriage. This machine, by the way, has been fitted with an "external undercarriage" in place of the original one. This gives the machine a slightly greater ground angle, so that it now pulls up a little more quickly. It still continues to "kite" about two feet off the ground, a fault of most high-efficiency machines.

In this race, Col. Henderson started as limit man on the old Renault Avro AJ, with Dudley Watt at scratch on his S.E. In finishing the first lap a catastrophe was narrowly averted. Watt was overtaking Flying Officer Wheeler, who was on another S.E.5A, as they approached the aerodrome turning point. Being in danger of flying into Wheeler, Watt made a terrific bank, got his machine well past the vertical and sideslipped! Being on a left-hand turn he swung into the aerodrome, losing height rapidly, and not until about 6 ft. from the ground did he manage to flatten out and begin to



A Fair Passenger: Miss Rachel Bruce, youngest daughter of Mr. Bruce, of the Westland Company, flew continuously as passenger with Squadron Leader Tom England in the "Widgeon III." In a forced landing the machine turned over on its back, without sustaining serious damage, and without injury to the occupants, so that the parasol monoplane would appear to be fairly safe.

[*"FLIGHT"* Photograph]

merely folded back and down, forming two sloping steel rails on which evidently the barbed wire had slid, just clearing the passenger's head. One shudders to think what would have been his fate but for these struts. A notable feature of the crash was that although the wings had been smashed to matchwood, the fittings on the centre-section which form the hinges for folding the wings had stood up in a remarkable way.

While all this was happening the other machines were taking off, Broad pinching the inside of the turn by a clever manoeuvre. The race was otherwise uneventful, Watt winning by a good distance, with Broad second and England third. The third, fourth and fifth machines were fairly close together at the finish. The entrants of the first three machines were: the Highcliffe Hotel, Bournemouth Imperial and Grand Hotels, Ltd., and the Royal Bath Hotel.

Heat 2.—In the second heat of this race only one change of machine had to be made as compared with the original programme. This was the substitution of Bulman on the Hawker "Cygnet" for Comper on the C.L.A. 4.

A somewhat peculiar feature of the handicapping for this race was that the Blackburn "Bluebird" had to give the "Genet Moth" (OU) a start. In view of the fact that the "Bluebird" is a side-by-side machine, with a "fat" fuselage, and designed "for comfort rather than speed," this struck one as being somewhat extraordinary, and one was not, therefore, particularly surprised when, somewhere during the third lap, Longton came in and landed. He obviously saw that he had no chance whatever.

During the first three laps Douglas on the "Avian" QN drew up in great style, and although he started fifth, he was

climb. It was one of the closest shaves one has ever seen, and should serve as a warning to the pilot. The correct thing to have done, of course, was to have swung wide at the turning point until it became possible to overtake the other machine on the straight. This would have lost a certain amount of ground, but as it was, more was lost by the "Immelmann turn," and in any case, the turn was inside the turning point so that, although he continued and completed the race, Watt was disqualified.

Hinkler started fifth in his "Avian" OV. At the end of the first lap he had moved up to fourth place. At the end of the second lap he was second, and in the third lap and finish he was leading, crossing the finishing line a great distance ahead of Watt. With the latter disqualified, de Havilland on QH received second place and Stack on Lady Bailey's "Moth" PU third. The way Hinkler romped away was a revelation, and his "cruising prop." seemed to have altered its characteristics overnight, or else he discovered a hitherto unsuspected notch on his throttle quadrant!

Hotels and Restaurants Handicap, Final.—The first three machines in heats 1 and 2 of this race competed in the final. Watt was a non-starter, so that only five machines were left to fly in this race. Broad and Sempill went off together, but Broad stole a march on his rival by swinging sharp left on the ground and taking off across wind. He got into the air well, and by the time both machines were on their course was leading by a fair distance. The first time round Broad was leading, Sempill and Hinkler following, close together. At the end of the second lap Hinkler had taken the lead, with Broad second and Sempill third. This order was



The "Target":
 The Blackburn
 "Bluebird" with
 Armstrong-Sid-
 deley "Genet"
 which was fired
 at and hit with a
 shot gun. The
 perpetrator of
 this attack has
 since been
 arrested.
 ["FLIGHT" Photograph]

maintained in the third lap, but Openshaw on JT was drawing up, and in the finish Hinkler crossed the line well ahead, with Openshaw second and Broad third.

England on the "Widgeon III" failed to return, and Col. Sempill went out to look for him in OU. He returned with the report that the "Widgeon" was on its back, but that the occupants waved to him and seemed all right. It was later learned that a petrol pipe had broken and a forced landing had to be made. All would have been well, but the wheels caught a wire fence, and the machine turned on its back. Very little damage was done, and the parasol wing had stood up to the shock and had amply protected the occupants. The passenger with Squadron-Leader England was Miss Rachel Bruce, youngest daughter of Mr. Bruce, managing director of the Westland company, and in spite of her experience she was not a bit alarmed, and would go up again at the first opportunity.

Holiday Final Handicap.—There was a lot of smaller fry in this race, such as the Bristol "Brownie" piloted by Bramson, and the two Hawker "Cygnets," piloted by Bulman and Ragg, respectively. Bramson was limit man, with Hamersley on the Avro-Lynx KQ scratch. Bramson abandoned the race after the first lap, his reason being that the engine began to miss at full throttle, although it ran perfectly when slightly throttled down. The finish was a fairly close one, with Col. Sempill first on OU, Douglas second on the "Avian" QL, and Openshaw third on "Widgeon II" JT.

Ragg failed to return in the second lap, and it was found later that he had to make a forced landing. He sustained no damage.

Heat 2.—There were three non-starters in this race: Watt, on OG, Jones on JO, and England on PW. The reasons

have already been given. Moss was limit man on old "Katy" (KT), the first "Moth" ever built, and Wheeler started scratch on his S.E. (QM). Sparks on Irvin's "Moth" (NX) led during the first two laps, but at the end of the third lap de Havilland had overtaken the four machines ahead of him, and held the lead to the end, finishing well ahead of Hinkler, who came in second on the "Avian" (OV). Longton secured third place on the "Bluebird" (KD). Old "Katy" arrived miles behind, after everybody else had landed.

Heat 3.—Only five machines started in the third heat of the Holiday Final Handicap, Tapper on MF being limit man and Douglas on QN (the "Avian" which had by then returned to the aerodrome) was scratch. In the start Broad again got inside by swinging sharply to the left. The first time round the Avro "Gosport" had overtaken MF, and the second time Broad had also got ahead of MF, while Douglas had got ahead of PG. In rounding at the end of the third lap Douglas was in the lead, with Broad second. Flying Officer Summers nearly overbanked his "Moth" (PG) on the turn, and sideslipped badly, coming uncomfortably close to an S.E. standing on the ground. However, he flattened out in time and continued the race. At the finish Douglas came in first, with Broad second and Summers third. Douglas appeared to have lost count of the laps, and went for another, followed by the rest!

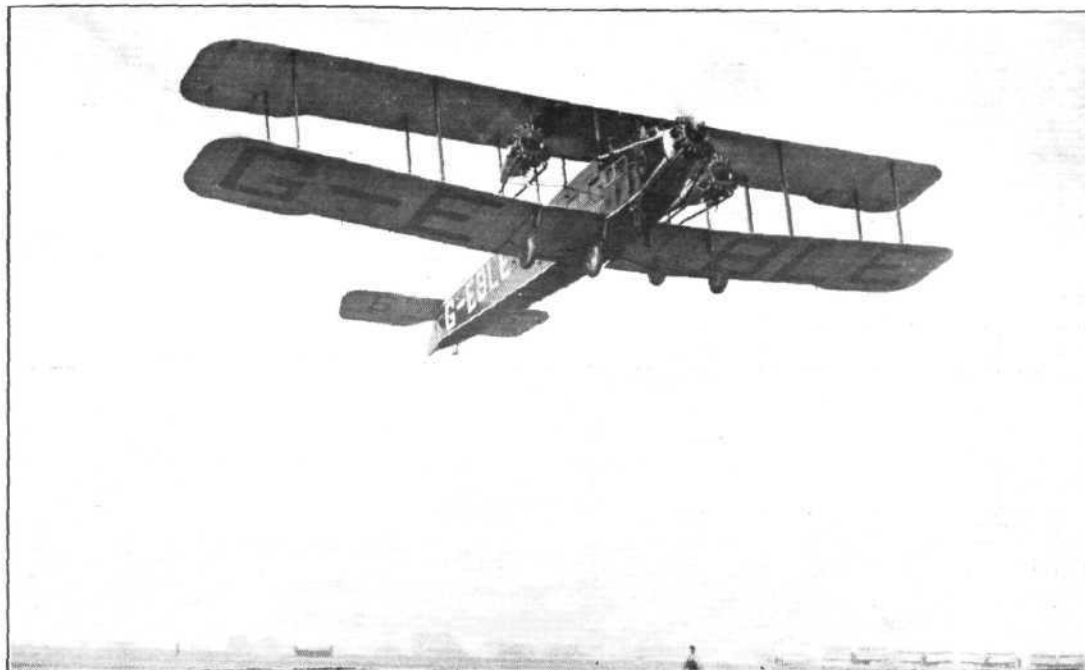
The Final.—The final heat of the Holiday Final Handicap, the last race of the meeting, was flown by the first three machines of each of the three heats. With nine machines in the race some excitement was expected, and this certainly materialised. In the first lap the machines were fairly well strung out, but in the second, third and fourth they were constantly bunching together at the aerodrome turning point

Examining the
 Target: Squad-
 ron Leader
 Longton, Mr.
 Thornton and
 Mr. Ely of the
 Blackburn Co.,
 having a look at
 the pellet holes
 with which the
 "Bluebird" was
 perforated.
 ["FLIGHT" Photograph]



An Imperial
 "Joy-Rider": A
 Handley Page
 "Hampstead"
 with Bristol
 "Jupiter" en-
 gines belonging
 to Imperial Air-
 ways carried
 passengers over
 Bournemouth
 and to the Isle
 of Wight during
 the meeting.

["FLIGHT" Photograph]



and along the straight. However, nobody took any chances, and the result was that there were no alarming incidents at the turning point, although in playing for safety a good deal of ground was lost by many of the machines. Hinkler started seventh, but by the end of the third lap he had crept up to third place, and at the finish he held the lead, with Douglas on another "Avian" second, and Broad third on his "Moth."

Thus ended the Bournemouth Easter Meeting of 1927.

Generally speaking, the organisation of the Bournemouth meeting was good. The very numerous events were run off to time, and as far as we are aware there was not a single delay. This speaks well for the manner in which those responsible for planning the events had foreseen the time which each would take, and incidentally, it is little short of marvellous that Mr. A. G. Reynolds, the Official Timekeeper and Starter manages to do his work without mistakes. When it is realised that not only does he have to start the machines, but he also has to time each one as it comes around on each lap, very often being at the opposite side of the aerodrome where identification is far from easy. Furthermore, in handicap races several machines frequently come around on their first lap just as Reynolds is starting off the scratch man. Yet somehow he manages to do it all with practically never a mistake. It was typical of him that at Bournemouth on

one of the days he was hunting for one of the pilots (whom he had accidentally done out of five seconds) in order to apologise! To us it is a marvel that under the circumstances he does not make more mistakes. Incidentally, it is not without interest to recall that it was this same "A.G." who was timekeeper at the first Bournemouth meeting in 1910, and he has pushed his stop watches at every important event ever since. Seeing him standing all day long with his "tray" of stop watches and papers, one wonders why the pilots have not before now presented him with one of those sticks whose handle forms a seat. It might serve to make a most strenuous task a little easier.

One feature of the Bournemouth aerodrome will have to be remedied for future races. There is not a single hangar on the race course, and the machines had, most of them, to spend the night in the open. As it happened, the weather was reasonably kind, and only on the night between Thursday and Good Friday was there any rain to speak of. If, however, the weather had turned out really bad, the machines would have had a bad time of it, and it is more than likely that several would have been wrecked. The ramshackle shed in the southern corner is little use, and in the future better accommodation will certainly have to be provided. Hinkler solved the difficulty by flying home to Hamble every night, but not all competitors were able to do this.



["FLIGHT" Photograph]

The New Westland "Widgeon III," fitted with a "Cirrus" Mark II engine. This machine proved one of the fastest, if not actually the fastest, of its class at Bournemouth.

BOURNEMOUTH RACE MEETING RESULTS

FRIDAY, APRIL 15

Ident. Letters.	Machine and Engine.*	Pilot.	Handicap. m. s.	Lap 1. m. s.	Lap 2. m. s.	Lap 3. m. s.	Lap 4. m. s.	Net Time. m. s.	Position.	Speed. m.p.h.
Event 1.—Boscombe Stakes, 10 Miles Scratch Race										
'MF	D.H. "Moth" (C.-I)	Sparks	—	4 01	3 55	—	—	7 56	1	76
'OH	D.H. "Moth" (C.-I)	Thomson	—	4 05	3 59	—	—	8 04	2	74
'LV	D.H. "Moth" (C.-I)	Scholes	—	4 45	Retired	—	—	—	—	—
Event 2.—Poole Handicap, 20 Miles										
'AJ	Avro 548 (R)	Henderson	5 24	4 23	4 13	4 12	4 22	17 0	3	70.5
'JO	A.N.E.C. II (Br. C.III)	Jones	5 02	5 24	4 54	4 54	5 0	20 12	6	59.5
'NX	D.H. "Moth" (C.II)	Irvin	3 10	5 27	Retired	—	—	—	—	—
'PU	D.H. "Moth" (C.II)	Lady Bailey	3 10	Non-Starter	—	—	—	—	—	—
'QH	D.H. "Moth" X (C.II)	de Havilland	2 54	3 40	3 27	3 26	3 24	13 57	2	86
'OV	Avro "Avian" (C.II)	Hinkler	1 50	4 04	3 32	3 34	3 40	14 50	4	80.5
'OG	S.E.5A (W-V.)	Watt	Scr.	2 42	2 36	2 38	2 37	10 33	1	114
'QM	S.E.5A (W-V.)	Wheeler	Scr.	3 09	3 15	3 33	3 25	13 22	5	90
Event 3.—Christchurch Handicap Stakes, 20 Miles										
'JM	Bristol "Brownie" (Br. C.III)	Craig	2 12	4 52	4 43	4 41	4 46	19 02	4	63
'MF	D.H. "Moth" (C.I)	Spooner	Scr.	4 04	3 53	3 56	3 57	15 50	1	76
'KT	D.H. "Moth" (C.I)	Beaumont	Scr.	4 17	4 01	4 0	4 04	16 22	2	73
'LV	D.H. "Moth" (C.I)	Twemlow	Scr.	4 18	4 10	4 08	4 14	16 50	3	71
Event 4.—Ensbury Park Stakes, 10 Miles										
'JM	Bristol "Brownie" (Br. C.III)	Lucas	0 41	4 53	5 09	—	—	10 02	4	60
'PB	C.L.A.4 (Br. C.III)	Comper	0 41	5 13	4 43	—	—	9 56	3	60.5
'JH	Hawker "Cygnets" (Br. C.III)	Ragg	0 11	4 51	3 50	—	—	8 41	1	69.25
'MB	Hawker "Cygnets" (Br. C.III)	Bulman	0 05	4 30	4 14	—	—	8 44	2	69
'JO	A.N.E.C.II (Br. C.III)	Jones	Scr.	Non-Starter	—	—	—	—	—	—
Event 5.—Branksome "Cirrus" Handicap Stakes, 20 Miles. Heat 1										
'LV	D.H. "Moth" (C.I)	Scholes	2 31	Non-Starter	—	—	—	—	—	—
'MF	D.H. "Moth" (C.I)	Terrell	2 31	4 11	4 03	4 01	4 18	16 33	5	72.5
'PG	D.H. "Moth" (C.II)	Pope	1 28	3 51	3 41	3 39	3 44	14 55	2	80.5
'NO	D.H. "Moth" (C.II)	Broad	1 28	3 37	3 33	3 30	3 34	14 14	1	84.5
'NX	D.H. "Moth" (C.II)	Sparks	1 28	3 53	3 43	3 45	3 46	15 07	4	80
'PW	Westland "Widgeon III" (C.II)	England	0 13	3 31	3 22	3 23	3 29	13 45	3	87.5
'OV	Avro "Avian" (C.II)	Hinkler	Scr.	3 39	3 26	3 30	3 33	14 08	6	85.5
Event 6.—Branksome "Cirrus" Handicap Stakes, 20 Miles. Heat 2										
'MJ	Short "Mussel" (C.I)	Parker	3 01	Non-Starter	—	—	—	—	—	—
'KT	D.H. "Moth" (C.I)	Ogston	2 31	4 15	4 02	4 07	4 03	16 27	4	73
'OH	D.H. "Moth" (C.I)	Thomson	2 31	4 05	4 12	4 24	4 20	17 01	6	70.5
'PU	D.H. "Moth" (C.II)	Stack	1 28	3 53	3 40	3 41	3 41	14 55	2	80.5
'QH	D.H. "Moth" X (C.II)	de Havilland	1 12	3 28	3 23	3 27	3 08	14 26	1	83
'QL	Avro "Avian" (C.II)	Cantrill	Scr.	3 45	3 30	3 32	3 26	14 16	5	84
'QN	Avro "Avian" (C.II)	Gray	Scr.	3 31	3 21	3 22	3 22	13 36	3	88
Event 7.—Branksome "Cirrus" Handicap Stakes, 20 Miles. Final										
'NO	D.H. "Moth" (C.II)	Broad	1 28	3 37	3 33	3 34	3 34	14 18	2	84
'PG	D.H. "Moth" (C.II)	Pope	1 28	3 46	3 36	3 39	3 35	14 36	4	82
'PU	D.H. "Moth" (C.II)	Stack	1 28	3 48	3 35	3 42	3 37	14 42	5	81.5
'QH	D.H. "Moth" X (C.II)	de Havilland	1 12	3 33	3 21	3 25	3 26	13 45	1	87.5
'PW	Westland "Widgeon III" (C.II)	England	0 13	3 24	3 16	3 15	3 15	13 10	3	91.5
'QN	Avro "Avian" (C.II)	Gray	Scr.	3 28	3 20	3 21	3 17	13 26	6	89.5
SATURDAY, APRIL 16										
Event 1.—Bournemouth Easter High-Power Handicap, 20 Miles										
'NE	Avro "Gosport" (M.G.)	Waghorn	4 51	4 0	3 52	3 53	3 50	15 35	3	77
'KQ	Avro "Lynx" (A.-S.L.)	Hammersley	2 06	3 15	3 06	3 08	3 05	12 34	2	96
'OG	S.E.5A (W-V)	Watt	Scr.	2 43	3 36	2 34	2 34	10 27	1	116
'QM	S.E.5A (W-V)	Wheeler	Scr.	2 55	2 46	2 47	2 47	11 15	4	106.5
'PA	S.E.5A (W-V)	Stammers	Scr.	3 05	2 55	2 54	2 49	11 43	5	102.5
Event 2.—Winton Handicap, 20 Miles										
'PB	C.L.A.4 (Br. C.III)	Comper	5 34	4 45	4 36	4 43	4 33	18 37	2	64.5
'JH	Hawker "Cygnets" (Br. C.III)	Ragg	3 40	4 11	4 09	4 11	4 05	16 36	1	72.5
'JB	Avro 548 (R)	Henderson	3 40	Non-Starter	—	—	—	—	—	—
'OH	D.H. "Moth" (C.I)	Thomson	2 31	3 56	3 54	3 58	3 49	15 37	4	77
'KT	D.H. "Moth" (C.I)	—	2 18	Non-Starter	—	—	—	—	—	—
'MF	D.H. "Moth" (C.I)	Sparks	2 18	3 54	3 49	3 53	3 47	15 25	3	78
'LV	D.H. "Moth" (C.I)	—	2 18	Non-Starter	—	—	—	—	—	—
'PG	D.H. "Moth" (C.II)	Barnard	0 38	3 36	3 33	3 36	3 33	14 18	6	83
'QN	Avro "Avian" (C.II)	Gray	0 09	3 26	3 21	3 22	3 15	13 24	5	89.5
'QL	Avro "Avian" (C.II)	Scholes	Scr.	3 36	3 32	3 28	3 26	14 02	7	85.5
Event 3.—Bournemouth Aerial "Oaks," 10 Miles										
'KT	D.H. "Moth" (C.I)	Miss O'Brien	0 50	4 07	4 01	—	—	8 08	1	75
'NO	D.H. "Moth" (C.II)	Mrs. Bell	Scr.	3 50	3 38	—	—	7 28	2	80
Event 4.—Bournemouth and District Business Houses Handicap, 20 Miles. Heat 1										
'PB	C.L.A.4 (Br. C.III)	Comper	8 05	4 47	4 31	4 38	4 40	18 36	5	64.5
'AJ	Avro 548 (R)	Youell	6 37	4 07	4 04	4 06	4 06	16 23	1	73
'JH	Hawker "Cygnets" (Br. C.III)	Ragg	5 54	4 10	4 08	4 07	4 10	16 35	6	72.5
'OH	D.H. "Moth" (C.I)	Crawford	5 28	4 03	3 53	3 50	3 53	15 39	2	76.5
'LV	D.H. "Moth" (C.I)	Twemlow	5 15	4 12	4 11	4 12	4 11	16 46	9	72
'PG	D.H. "Moth" (C.II)	Pope	3 35	3 38	3 34	3 36	3 36	14 24	7	83.5
'NO	D.H. "Moth" (C.II)	Broad	3 35	3 29	3 30	3 31	3 33	14 03	4	85.5
'OV	Avro "Avian" (C.II)	Hinkler	3 06	3 36	3 28	3 31	3 31	14 06	8	85.5
'QN	Avro "Avian" (C.II)	Gray	3 06	3 25	3 20	3 21	3 22	13 28	3	89.5

Ident. Letters.	Machine and Engine.*	Pilot.	Handicap. m. s.	Lap 1 m. s.	Lap 2 m. s.	Lap 3 m. s.	Lap 4 m. s.	Net Time. m. s.	Position.	Speed. m.p.h.
Event 5.—Bournemouth and District Business Houses Handicap, 20 Miles. Heat 2										
'KT	D.H. "Moth" (C.I)	Terrell	5 15	4 02	3 56	3 59	4 02	15 59	8	75.5
'NE	Avro "Gosport" (M.-G.)	Waghorn	4 51	3 52	3 50	3 52	3 55	15 29	6	78
'KD	Blackburn "Blue Bird" (A.-S.G.)	Longton	4 39	3 38	3 32	3 35	3 41	14 26	7	83.5
'PU	D.H. "Moth" (C.II)	Sparks	3 45	3 42	3 22	3 35	3 37	14 16	5	84.5
'OU	D.H. "Moth" (A.S.G.)	Sempill	3 25	3 34	3 29	3 34	3 34	14 11	9	85
'PW	Westland "Widgeon III" (C.II)	England	2 39	3 14	3 08	3 10	3 13	12 45	2	94.5
'JT	Westland "Widgeon II" (A.-S.G.)	Openshaw	2 14	3 16	3 10	3 12	3 15	12 53	7	93.5
'KQ	Avro "Lynx" (A.-S.L.)	Hamersley	2 04	3 08	3 02	3 05	3 06	12 21	3	97
'OG	S.E.5a (W.V.)	Watt	Scr.	2 40	2 33	2 36	2 36	10 25	4	115

Event 6.—Bournemouth and District Business Houses Handicap, 20 Miles. Final										
'AJ	Avro 548 (R)	Youell	6 37	4 03	4 04	4 02	4 04	16 13	1	74
'OH	D.H. "Moth" (C.I)	Crawford	5 28	3 57	3 50	3 47	3 50	15 24	3	78
'KD	Blackburn "Blue Bird" (A.-S.G.)	Longton	4 39	3 39	3 33	3 33	3 35	14 20	2	83.5
'QN	Avro "Avian" (C.II)	Gray	3 06	3 25	3 19	3 18	3 19	13 21	6	90
'PW	Westland "Widgeon III" (C.II)	England	2 39	3 12	3 09	3 10	3 08	12 39	4	95
'KQ	Avro "Lynx" (A.-S.L.)	Hamersley	2 04	3 04	3 02	3 02	3 04	12 12	5	98.5

MONDAY, APRIL 18

Event 1.—Bournemouth and District Hotels and Restaurants' Association Handicap. 20 Miles. Heat 1										
'JH	Hawker "Cygnets" (Br. C.III)	Ragg	5 3	4 9	4 9	4 8	4 11	16 37	6	72.3
'OH	D.H. "Moth" (C.I)	Thomson	4 17	Crashed						
'LV	D.H. "Moth" (C.I)	Scholes	4 12	4 20	4 6	4 8	4 0	16 34	8	72.5
'KT	D.H. "Moth" (C.I)	Bramson	4 12	4 8	4 8	3 58	3 57	16 11	7	74.2
'PU	D.H. "Moth" (C.II)	Sparks	3 14	3 41	3 29	3 32	3 30	14 12	4	84.5
'NO	D.H. "Moth" (C.II)	Broad	3 10	3 34	3 23	3 28	3 32	13 57	2	86.2
'OL	Avro "Avian" (C.II)	Cantrill	2 53	3 41	3 25	3 25	3 26	13 57	5	86.2
'PW	Westland "Widgeon III" (C.II)	England	1 46	3 18	3 8	3 10	3 7	12 43	3	94.5
'OG	S.E.5a (W.V.)	Watt	Scr.	2 43	2 35	2 34	2 38	10 30	1	114.2

Event 2.—Bournemouth and District Hotels and Restaurants' Association Handicap. Heat 2										
'MB	Hawker "Cygnets" (Br. C.III)	Bulman	5 14	4 15	4 7	4 9	4 13	16 44	7	71.8
'NE	Avro "Gosport" (M.G.)	Waghorn	3 57	3 58	3 50	3 49	3 50	15 27	6	77.7
'PG	D.H. "Moth" (C.II)	Summers	3 10	3 40	3 39	3 36	3 28	14 23	5	83.5
'OU	D.H. "Moth" (A.-S.G.)	Sempill	3 10	3 37	3 30	3 32	3 33	14 12	3	84.5
'KD	Blackburn "Blue Bird" (A.-S.G.)	Longton	3 1	3 47	3 35	Retired				
'ON	Avro "Avian" (C.II)	Douglas	2 53	3 29	3 20	3 19	Retired			
'OV	Avro "Avian" (C.II)	Hinkler	2 53	3 29	3 33	3 19	3 25	13 46	2	87.2
'JT	Westland "Widgeon II" (A.-S.G.)	Openshaw	1 53	3 15	3 9	3 10	3 10	12 44	1	94.5
'KQ	Avro "Lynx" (A.-S.L.)	Hamersley	1 9	3 13	3 2	3 3	3 2	12 20	4	97.5

Event 3.—"Kill Joy" Trophy and Stakes, £55, Private Owners' Handicap, 20 Miles										
'AJ	Avro 548 (R.)	Henderson	4 39	4 3	3 59	3 58	3 56	15 56	5	75.3
'PU	D.H. "Moth" (C.II)	Stack	3 10	3 44	3 33	3 34	3 35	14 26	4	83
'NX	D.H. "Moth" (C.II)	Sparks	3 10	3 43	3 38	3 38	3 40	14 39	7	82.2
'KD	Blackburn "Blue Bird" (A.-S.G.)	Longton	3 1	3 41	3 36	3 40	3 51	14 48	8	81.2
'OV	Avro "Avian" (C.II)	Hinkler	2 53	3 30	3 18	3 20	3 22	13 30	1	89
'QH	D.H. "Moth" X (C.II)	de Havilland	2 21	3 28	3 17	3 21	3 17	13 23	3	89.7
'QM	S.E.5a (W.V.)	Wheeler	0 17	2 59	2 48	2 46	2 47	11 20	6	106
'PA	S.E.5a (W.V.)	Stammers	0 17	3 9	2 58	2 54	2 55	11 56	9	101
'OG	S.E.5a (W.V.)	Watt	Scr.	2 43	2 41	2 35	2 35	10 30	2	114.2

Event 4.—Bournemouth and District Hotels and Restaurants' Association Handicap. Final										
'OU	D.H. "Moth" (A.-S.G.)	Sempill	3 10	3 39	3 30	3 29	3 34	14 12	4	84.5
'NO	D.H. "Moth" (C.II)	Broad	3 10	3 30	3 27	3 31	3 28	13 56	3	86.2
'OV	Avro "Avian" (C.II)	Hinkler	2 53	3 25	3 14	3 18	3 24	13 21	1	90
'JT	Westland "Widgeon II" (A.-S.G.)	Openshaw	1 53	3 11	3 8	3 8	3 6	12 33	2	96
'PW	Westland "Widgeon III" (C.II)	England	1 46	3 14	3 8	3 8	Retired			
'OG	S.E.5a (W.V.)	Watt	Scr.	Non-starter						

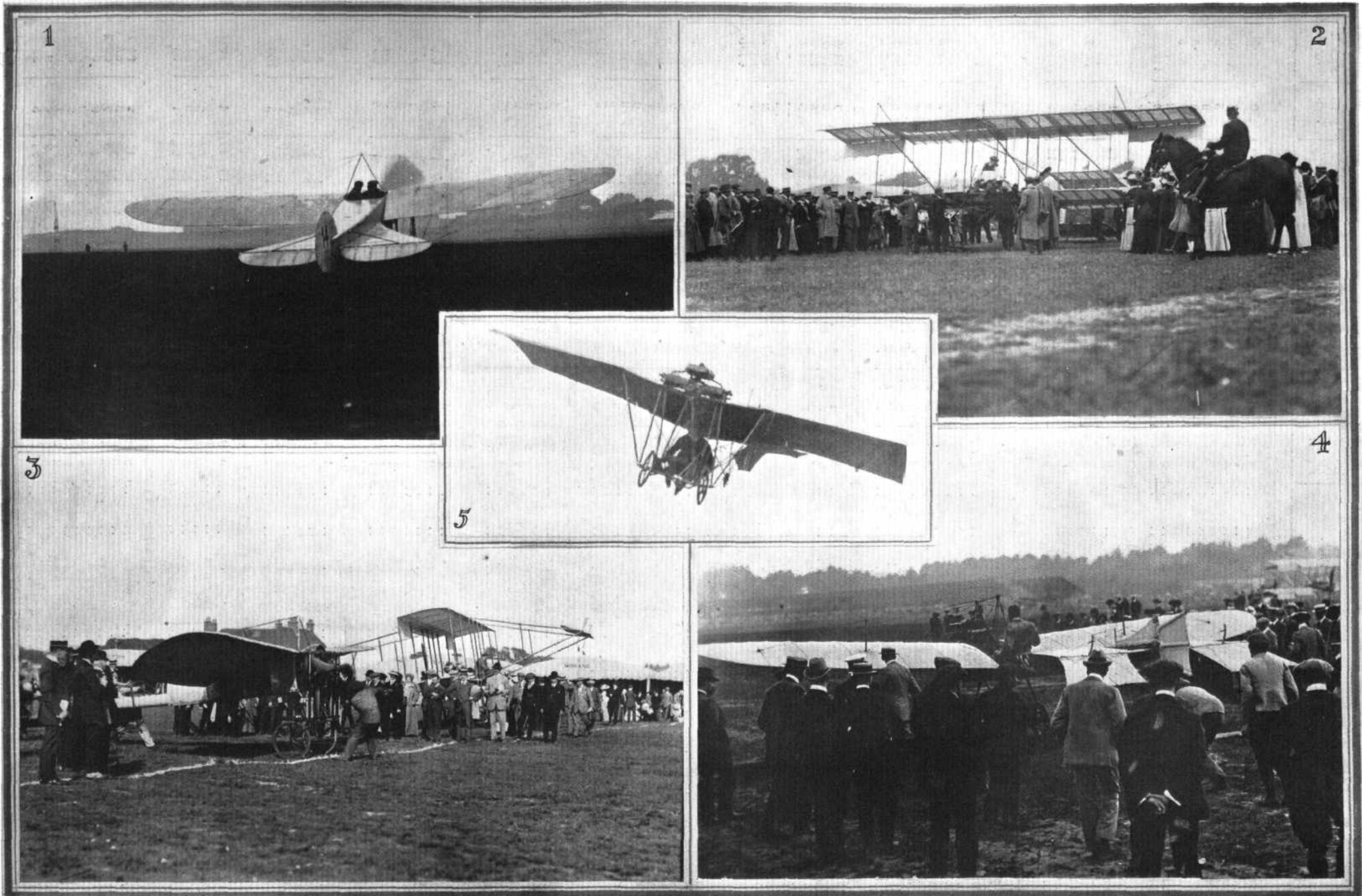
Event 5.—Holiday Final Handicap, 20 Miles. Heat 1										
'JM	Bristol "Brownie" (Br. C.III)	Bramson	7 7	5 9	Retired					
'MB	Hawker "Cygnets" (Br. C.III)	Bulman	5 14	4 25	4 23	4 23	4 22	17 33	5	68.5
'JH	Hawker "Cygnets" (Br. C.III)	Ragg	5 3	4 12	Retired					
'OU	D.H. "Moth" (A.-S.G.)	Sempill	3 10	3 37	3 29	3 29	3 28	14 3	1	85.7
'OL	Avro "Avian" (C.II)	Cantrill	2 53	3 37	3 25	3 24	3 21	13 47	2	87
'JT	Westland "Widgeon II" (A.-S.G.)	Openshaw	1 43	3 14	3 10	3 8	3 6	12 38	3	88
'KQ	Avro "Lynx" (A.-S.L.)	Hamersley	1 9	3 8	3 1	3 2	3 0	12 11	4	98.5

Event 6.—Holiday Final Handicap, 20 Miles. Heat 2										
'KT	D.H. "Moth" (C.I)	Moss	4 12	5 58	3 57	3 56	Retired			
'NX	D.H. "Moth" (C.II)	Sparks	3 10	3 42	3 36	3 35	3 34	14 27	4	83
'KD	Blackburn "Bluebird" (A.-S.G.)	Longton	3 1	3 38	3 32	3 34	3 31	14 15	3	84.2
'OV	Avro "Avian" (C.II)	Hinkler	2 33	3 31	3 16	3 22	3 29	13 38	2	88
'QH	D.H. "Moth" X (C.II)	de Havilland	2 21	3 20	3 16	3 15	3 24	13 15	1	90.5
'QM	S.E. 5a (W.V.)	Wheeler	Scr.	2 58	2 47	2 47	2 48	11 20	5	106

Event 7.—Holiday Final Handicap, 20 Miles. Heat 3										
'MF	D.H. "Moth" (C.I)	Tapper	4 12	4 9	3 54	3 51	3 49	15 43	4	76.5
'NE	Avro "Gosport" (M.-G.)	Waghorn	3 57	3 48	Retired					
'NO	D.H. "Moth" (C.II)	Broad	3 10	3 31	3 27	3 31	3 29	13 58	2	86
'PG	D.H. "Moth" (C.II)	Summers	3 10	3 35	3 32	3 34	3 34	14 15	3	84.2
'QN	Avro "Avian" (C.II)	Douglas	2 53	3 27	3 15	3 23	3 17	13 22	1	90

Event 8. Holiday Final Handicap, 20 Miles. Final										
'OU	D.H. "Moth" (A.-S.G.)	Sempill	3 10	3 37	3 31	3 31	3 32	14 11	8	84.7
'NO	D.H. "Moth" (C.II)	Broad	3 10	3 28	3 27	3 26	3 28	13 49	3	87
'PG	D.H. "Moth" (C.II)	Summers	3 10	3 34	3 32	3 31	3 32	14 9	7	85.2
'KD	Blackburn "Blue Bird" (A.-S.G.)	Longton	3 1	3 39	3 32	3 33	3 33	14 17	9	84
'OL	Avro "Avian" (C.II)	Cantrill	2 53	3 34	3 25	3 31	3 19	13 49	6	87
'QN	Avro "Avian" (C.II)	Douglas	2 53	3 28	3 18	3 19	3 19	13 24	2	89.5
'OV	Avro "Avian" (C.II)	Hinkler	2 33	3 21	3 13	3 12	3 11	12 57	1	93
'QH	D.H. "Moth" X (C.II)	de Havilland	2 21	3 18	3 16	3 16	3 17	13 7	4	91.5
'JT	Westland "Widgeon II" (A.-S.G.)	Openshaw	1 43	3 10	3 7	3 8	3 5	12 30	5	96

* A.-S.L. = Armstrong-Siddeley "Lynx." A.-S.G. = Armstrong-Siddeley "Genet." Br.C. = Bristol Cherub. C.I and II = A.D.C. "Cirrus." Mark I and II. M.-G. = Mono-Gnome. R. = Renault. W.-V. = Wolsley "Viper."



BOURNEMOUTH—1910 : Some of the "Slight 'Planes." (1) Morane starting a passenger flight on the Bleriot monoplane. (2) Mr. "Jones" (Robert Loraine, the actor) about to start on his flight to the Needles and—not back. (3) Armstrong Drexel on the Bleriot monoplane, and Grahame-White on his H. Farman, about to start. (4) Wagner sets out on his Hanriot monoplane for a test flight. (5) Audemars in the Clement-Bayard Santos Dumont type "Demoiselle" monoplane, which was known as the "Angry Wasp" and caused much amusement during the meeting.

The Bournemouth Meeting in Figures

ON pp. 244-245 will be found, in the form of tables, the results of the Bournemouth meeting, with particulars of the lap times of the machines in the various events, the net flying times for each event, and the average speed over the whole course (*i.e.*, the average over two or four laps, according to the length of the race).

In connection with the speeds shown in the tables, it should be pointed out that these must not be relied upon too implicitly, since they were calculated on the assumption that the course was exactly five miles. This is probably not correct. The aerodrome turning point was originally placed in the centre of the aerodrome, but was moved down to the southern corner, thus adding a little to the length of the course. If the original distance was exactly five miles, the actual length of the course would, therefore, be somewhat greater, and this fact has not been taken into account in calculating the speeds. Probably, allowing for the greater distance, the wind, and the time lost on turns, it will be safe to add at least

10 per cent. to the speeds found in the tables in order to estimate the straight-line speed of the machines in still air.

It will be noticed that the speeds increase day by day. To some extent doubtless this is due to the fact that on Good Friday there was a fairly strong wind blowing, which became considerably less on the Saturday, and had dropped to almost nothing on Easter Monday. In some cases, however, the difference in speed is not entirely accounted for in this manner, and must be ascribed to pilots having "nursed" their engines somewhat during the first two days, not letting them all out until the last day.

Finally we fear that some inaccuracies may be found in the names of pilots. Changes were made with short notice, and it was not always possible for us to ascertain these. If, therefore, we have in any instance criticised (or praised!) any pilot who was not, in fact, flying the machine referred to, we apologise beforehand, and would ask for corrections of any such mistakes to be sent to us as soon as possible so that we may publish them in next week's issue.



The Service African Flights

THE progress of the R.A.F. Cairo-Cape flight continues. The four machines with the South African flight arrived at Tabora on April 11 and reached Ndola on April 13. Pretoria was gained on April 16, and a welcome awaited them from General Brink, Chief of Staff; Sir H. A. Van Ryneveld, Chief of the Aviation Department of the Union; Mr. J. H. Hofmeyr, Administrator of the Transvaal Province, and a large gathering of the general public. The R.A.F. Squadron reached Bloemfontein on April 19.

Pinedo's Progress

THE seaplane, Santa Maria II, which is to replace the Marquis de Pinedo's burnt machine, arrived at Genoa on April 18, where it is being disassembled before being placed on board ship for New York. The Marquis arrived at Washington on April 19, and after visiting President Coolidge he will proceed to New York and await the arrival of the new seaplane.

Demougeot's Record—with a "Jupiter"

FURTHER to our brief reference the other week to Lieut. Demougeot's altitude flight of 31,164 ft. in a seaplane over Brest, the following notes may be of interest. At 27,000 ft. the temperature was 66° below zero, and he suffered from the effects, despite the care taken to keep him warm. The last altitude record in seaplanes was held by Sadi-Lecointe, who reached 29,454.4 ft. on a Nieuport-Delage, with 300 h.p. Hispano Suiza, at Meulan, March 11, 1924. Lieut. Demougeot flew a standard army Loire-Gourdon-Lesseure monoplane, fitted with floats and driven by a 600 h.p. Gnome-Rhone "Jupiter" engine without a turbo-compressor. With the addition of the latter he thinks he will improve on this altitude by 6,000 or 7,000 ft. He reached 15,000 ft. in 9 mins., but it then took 30 mins. to climb to 27,000 ft., whilst after this he only rose at the rate of 1,500 ft. in 30 mins.

An American Duration Record

TWO American civilian airmen last week set up a non-stop record of 4,080 miles, remaining in the air for 51 hrs. 11 mins. 20 secs., thus beating by about 6 hrs. the record held by the French pilots, Drouhin and Landry, who accomplished a duration flight of 45 hrs. 11 mins. 59 secs. in August 7-9, 1925. The American pilots, Mr. Bert Acosta and Mr. Clarence D. Chamberlain, are to attempt a New York-Paris flight in the same machine, a Wright-Bellanca monoplane (200 Wright "Whirlwind").

Commander Byrd's Accident

COMMANDER RICHARD BYRD, of the United States Navy, who was to have attempted a New York-Paris flight shortly, had his wrist broken, Mr. Floyd Bennett, who was to have been his pilot, had his leg broken and shoulder dislocated, while Lieut. George Neville received internal injuries, when their Fokker machine crashed on landing after its first test

flight at New Jersey on April 16. Mr. Anthony Fokker, the designer, who was at the controls when the machine overturned, was not hurt. The main damage was done to the centre engine. It was suggested that the nose was too heavy with four men in it, and it apparently could not overcome a rut whilst taxiing.

The French Atlantic Attempts

THE well-known French pilot, M. Drouhin, who intends to cross the Atlantic to South America, made successful trials with his machine on April 12. The French ace, Captain Nungesser, has also successfully tested his machine, a Levasseur aeroplane, with which he intends to make a Transatlantic crossing.

French Flight to the Argentine

ANOTHER hop across the South Atlantic is in progress, for a flight from Berre, near Marseilles, to the Argentine, via Casablanca, Port Etienne, Porto Praia, Pernambuco, and Buenos Aires, is being made in a Farman "Goliath" seaplane (two 450 h.p. Lorraine engines), piloted by Capt. de Saint-Roman and Lieut. Mountayres. Capt. de Saint-Roman left Marseilles at 5.20 a.m. on April 16 on his intended flight across the Atlantic to Brazil, and alighted at Casablanca at 4.10 p.m., having thus completed 1,000 miles of his journey. Unfortunately, on his second stage of the flight from Casablanca to Port Etienne in Senegal, one propeller and floats were damaged by waves when he was attempting to rise in rough water, after vainly making attempts in the harbour, and consequently the machine had to return to the beach for repairs, which will probably take four or five days to complete.

Cross-Channel Air Trip Adventure

A D.H.9 BELONGING to the Surrey Flying Services, piloted by Ernest Smith, and carrying a passenger and mechanic, left Croydon on April 7 for Cherbourg. The machine passed over Lympne just as a heavy rainstorm passed over the Channel, and the pilot should have landed at St. Inglevert, for Customs inspection. He did not do so, however, and it was many hours before any news of his whereabouts came to hand. Eventually a message was received to the effect that he had landed safely at Querqueville Aerodrome.

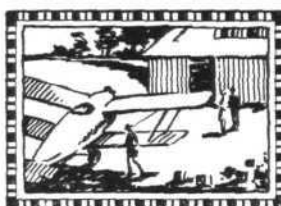
Buenos Aires-New York Flight Fails

SEÑOR GEORGES SARIOTTE and Señor Hector Peirano, who were attempting to fly from Buenos Aires to New York, crashed near Puno, on Lake Titicaca, which is about 13,000 ft. above sea level, and both were injured.

Lloyd's New Air Register

TO Lloyd's Daily Index, which records the movements of shipping, have been added the daily movements of aircraft departing and arriving from the Continent. It commenced on April 7, and it mentioned the flights of 11 machines, their distinguishing letters, and the names of the pilots.

PRIVATE



FLYING

A Section of **FLIGHT** in the Interests of the Private Owner, Owner-Pilot, and Club Member

HOW TO OBTAIN YOUR PRIVATE LICENCE

WE have begun this new feature by explaining to the potential private flier what it will cost him to learn to fly, how long he can reasonably expect in which to become efficient, how to join a club for his purpose; and we have generally brought him up to that stage when he may naturally assume that all his troubles are now ended by achieving his ambition of becoming a pilot. We would hate to discourage anybody in their little conquests in life, but it is a kindness in disguise on our part to warn him of his illusion, to point out that, paradoxical though it may seem, a private flier is far from being safely immune from the interference of official restrictions. He may point out the paradox with indignation, but that is always being done in vain by many prominent figures in the aviation sphere. His first trouble begins when he tries to follow these restrictions, because it seems to be the art of official writers to make them as uninteresting and complex as they can. They seem to have a terrible bias for mathematical deductions, and in an effort for originality in the titles of their tracts they fall back on numerals, which is disconcerting at once. Their sub-titles have that clear fluency of law prose. If instead of intimidating the poor reader they endeavoured to be a little brighter he would certainly be less bitter about their existence. In order to spare the private flier something of the pain of swotting up the conditions that shackle him as soon as he emerges from the *ab initio* stage we will try here to explain as simply as possible what he should know.

Providing he does not fly for any reward—that is, remain strictly a private flier—he requires an “A” licence. For this he must produce evidence of medical fitness, competency and recent flying experience. First he requires two forms from the Air Ministry, C.A. Form 2A and C.A. Form 61, which is a medical form. This one he should hand to his own doctor, ask to be examined and the form filled in accordingly. Then the doctor should forward the form direct to the Air Ministry. The applicant himself should fill in Form 2A, if he can manage it, and forward it to the Air Ministry together with three unmounted photographs of the head not larger than 1½ in. by ¾ in., and a fee of 10s., unless he holds a Royal Aero Club certificate issued since October 31, 1922, in which case he is let off with a fee of 5s. Furthermore, one guinea must be enclosed for the practical flying test. If he does hold an R.A.C. certificate he is exempted from both a practical flying test and a technical examination, but if this was issued between February 1, 1920, and October 31, 1922, or he has qualified in the Air Force, he is exempted from the practical flying tests only. So much for the exemptions. Now for he who has to face the full conditions, if his medical report is convincing he will be required to carry out a test for altitude and a gliding flight, and also a test of skill. This will complete the competency clause. His technical examination will be conducted orally at the Air Ministry, and to pass this he must have a knowledge of lights and signals, general rules for air traffic and particularly those rules for traffic on and in the vicinity of an aerodrome. Finally, he must reveal an acquaintance with international air legislation. A syllabus covering all these questions can be obtained from the Air Ministry. There is nothing profound in all this, impressive though it may seem. To complete all the conditions the applicant must have done three hours’ solo flying within a year of making his application, and evidence of this will be required from his log book or from a certificate issued by some authentic body like a flying club.

Renewal of Licences

His “A” licence gained, it becomes valid for one year subject to a medical examination if he has been seriously ill meanwhile, and when he wants to renew it at the end of each year he must produce evidence of recent flying experience in the same way as before, and send his old licence back to the Air Ministry with a fee of 5s. If he has not been flying much during the year he will have to do three figure-of-eight turns and three landings, finally stopping on each occasion within 50 yards from a certain point. Arrangements for these tests will be made by the Air Ministry.

Registration of your Machine

As with yourself so with your private machine, it must submit to official regulations and rules. Your freedom in flight without conforming to registration and other formalities is confined to within three miles of an aerodrome, which means in effect that only experimental flights may be made. To fulfil all conditions your machine must be registered and bear its nationality and marks with your name and address. It must have an airworthy certificate, and you must already possess your licence. It costs one guinea to register your machine, which must be sent to the Air Ministry when making application for C.A. Form I, and you can get your revenge for this by requesting a diagram showing how, when, and where all these markings should be painted on the fabric. It is also necessary according to the laws to have a metal plate fixed on the fuselage with all these marking duplicated thereon. The registration elapses if the machine is sold or destroyed or permanently withdrawn from use, when the Air Ministry must be notified.

Certificate of Airworthiness

Providing your machine is a “type aircraft”—that is, not an original design which has never before received an airworthy certificate—you apply for C.A. Form 3, and send a fee of five guineas. If it is not a “type aircraft” then this fee is much higher and is based on the “tare” weight. A certificate is valid for one year from date of issue and renewable annually after inspection of the machine by the Aeronautical Inspection Directorate, and for each renewal a fee of five guineas is charged. It is essential that repairs and overhauls to a private machine are carried out by a licensed ground engineer, for if it is considered not airworthy at any time the certificate can be suspended. As with motoring, it is necessary that the private flier should always carry all his certificates, relating both to himself and his machine, when flying. These are, certificate of registration, certificate of airworthiness, and pilot’s licence. A journey log book should also be carried. The log books are obtained from the Air Ministry, price 4s. each, and they should be kept up to date in order to give a record of flying during the year when applying for a renewal of an “A” licence. A private flier may fly from unlicensed aerodromes, but he has no right to do so against the expressed wishes of the owner. It will now be a relief to the private owner to know that having concurred to all the above conditions he is now virtually a private flier. He is comparatively free, subject to his obedience to certain air navigation regulations which concern actual flying, do not extort fees, and are therefore worth knowing. We shall deal with them in a subsequent article.

EAST KENT LIGHT AEROPLANE CLUB

THIS is another of the private clubs like Bristol and Norwich, but it is in that very early stage when it is quietly struggling to make its claims heard. It is, unfortunately, beginning to show signs of never surviving unless it receives the help of the Air Ministry. It is wanting to provide a club for those enthusiasts who live in the towns of Ashford, Canterbury, Faversham, Folkestone, Hythe, London, Postling, Sellindge and Shorncliffe, although it naturally welcomes others who could find it convenient to reach Folkestone from beyond these areas.

The Folkestone Town Council held a meeting on April 6 to discuss the situation, and it passed a resolution for the Town clerk to write to the Air Ministry and request them to reconsider their decision to grant no subsidy to the scheme this year, and in particular to call the attention of Sir Philip Sassoon to their resolution. Sir Philip Sassoon is, of course, a very prominent resident in the county, which should be a favourable advantage to them. He has a country residence near Lympne, and the aerodrome there will be the centre of the club's activity. When they previously applied to the Air Ministry they were offered the use of the aerodrome and a hangar, which is all they have towards the equipment, except 63 promised members, who include eight ladies and seven pilot members.

The leading organisers are Mr. Councillor A. Dallas Brett and Mr. Thwaites, of Barclays Bank, and, according to the

provisional plans that they have so far set forth, the subscription fee will be £5 5s. per year, and flying instruction will be given at reasonable rates.

At the meeting the Mayor of Folkestone feared that the club would not be formed without the assistance of a subsidy and equipment, but we must point out the example of Bristol and Norwich, who are steadily progressing with their similar plans under the same conditions. We suggest that East Kent should push ahead with a wide and consistent publicity campaign, as these clubs are doing, and attract the interest of local citizens, amongst whom they are bound to find some sympathisers ready to give something towards the equipment.

They should organise a flying meeting, for they have every facility for accommodating it at Lympne, and they would receive a fine response from the established clubs and prominent people in aviation. There is no reason why the Norwich meeting should not be emulated, when the town had an aerial pageant lasting nearly two days, during which time every citizen's interest was turned towards flying. They could also open a subscription list in the same way. By this means alone Norwich has already more than the price of a machine, whilst two local citizens between them are providing another. Unless local response is adequate, the Club could not qualify for a subsidy even when this was available. We hope they will try various means before they succumb to the admitted difficulties.



MR. STACK ON HIS FLIGHT TO INDIA

At the Institution of Aeronautical Engineers' dinner on April 8, an interesting conclusion to the lecture and discussion on the "Autogiro," was an account of Mr. B. S. Leete and Mr. N. T. Stack's flight to India in the "Moths," narrated in person by Mr. Stack, who has recently returned. He said that they commenced their long flight under unique circumstances in not having any financial backing by any firm, and without having any intention of making a speed record. Their sole idea was to take their time and accomplish the flight to India in comfort and ease. From the start they had absolute confidence in their machines and engines, and this steadily grew as the journey progressed. On the route across France they were rather the victims of French meteorological reports, which proved to be the extreme opposite of what they should have been. They received a very favourable report from Paris for the stage to Lyons, and consequently set off with every expectation of meeting, at the worst, a slight breeze, but they finished with the "wind up." The conditions became steadily worse, until at last they ran into a hailstorm, and to add to the difficulty night began to set in. They had been told to expect the aerodrome at Lyons prepared for their coming, but when they found it in the dark, after much trouble, there were no landing lights showing, nor flares. They groped their way down cautiously, and both made miraculous landings. Leete was still gliding in when he hit the ground, whilst Stack landed on an elevated patch 20 ft. above the level of the ground. When they interrogated the French officials who came running out to meet them, they learned that they had been expected, but the landing lights had not been put on because of a recent breakdown of the power-plant. When they gently remonstrated that petrol flares could have easily been shown, it appeared that these had never been thought of!

They pushed on to Marseilles next, and then Pisa, where the Italians were extremely good to them, insisting on them staying in the mess and making a guest-night of the occasion. From here they set out for Naples, where the reception was overwhelming. They were very amused at the scenes in the mess here. The C.O. was having a fierce row with the waiter over the meal placed before him, and the waiter appeared to be giving as good as he received, much to the surprise of Messrs. Stack and Leete. Finally, the waiter took away the offending meal, pushed it through a hole in the wall, with apparent explanations, received it back as quickly and promptly placed it before the C.O. with a gesture that suggested he was to take it or leave it. Naturally they expected a climax to this extraordinary discipline and they were rewarded, but not exactly as surmised; for the C.O. humbly submitted to the treatment and ate the meal! In another corner of the mess, four officers were loudly singing, whilst four others were having a gusty argument. It was a strange scene to be witnessed in an officers' mess, and the two

pilots were secretly astonished. But to compensate for this, they found that the training system of the Italian squadrons was really wonderful. The machines were in perfect condition.

Their next stop was Catania, in Sicily, and then Malta, where they landed half-an-hour before dark. Sir Roger Keyes, the Naval Officer in Command, was very surprised at their accurate navigation, and marvelled at their hitting Malta at all owing to the prevailing tendency of local pilots to go out and fail to hit the island on returning. He wanted to see their navigation instruments, and when these scrap gadgets were duly rescued from a portmanteau for inspection the Admiral was naturally more surprised than ever at their feat.

They next crossed to the North-African coast and made a very accurate landfall, although late of the time calculated, and then the long journey entailed a very hazardous flight of 450 miles to Bengazi over hostile ground. A heavy rainstorm battered the "Moths" about, and the rain could actually be heard beating on the wings through the roar of the engines. The weather was so bad that it created an awkward predicament. The alternative to fighting through it was landing in the hostile area. Very wisely they decided to keep on while it was possible, and after an exciting flight the "Moths" reached their objective, Bengazi, without any harm. Here they found that no flying had been done for weeks, owing to weather prevailing like that which they had survived.

At Bushire they decided to make a thorough overhaul of both machines, which was done in six days. From here the journey was uneventful, and in due course Karachi was reached, from where they pushed on to the pageant at Delhi. In India a lot of joy-riding was done, and they were instrumental in handing over 1,000 rupees to an Air Force charitable fund from the proceeds. Mr. Stack's companion, Mr. Leete, did not return with him, and is still engaged in joy-riding. In conclusion, Mr. Stack desired to emphasise their gratitude for the unexceptional welcome that was showered upon them both during the whole journey. The service units of different countries were particularly kind, always insisting on them staying overnight in the mess instead of staying at hotels. Mr. Stack looks the picture of health after his adventure, which testifies to the comparative ease and comfort experienced.

It is interesting to note that in this flight of 5,500 miles the only replacements made to their "Cirrus" engines of 27-60 h.p. were asbestos washers, piston rings and plugs, and, as a matter of precaution, a new sprocket wheel was fitted to one magneto at Baghdad. Considering the long sea passages and long stages over hostile areas where the reliability of their engines was so vital, their successful flight has vindicated the utility of the light aeroplane conclusively, and Messrs. Stack and Leete must be congratulated on the wide effect it will have on private flying.

THE ACTIVITIES OF A PRIVATE OWNER

MR. LESLIE HAMILTON, who is one of the private owner-pilots in his country and owns two machines, has recently returned from Switzerland and the South of France after a very successful season running a private flying service, during which he has covered 17,000 miles without touching the engine. His itinerary has included Rome, Madrid and Corsica. He has been using his Vickers-Viking amphibian machine fitted with a 450 h.p. Napier "Lion" engine, which is capable of carrying four passengers and 1,000 lbs. of luggage. On one occasion he flew from Zurich to Montreaux, on Lake Geneva, with Lord Allington, Baron la Roche, and Baron McKay as passengers, and they had a pleasant journey until reaching the lake, where the water was so rough that when taxi-ing in for a distance of 1½ miles, all the passengers were seasick. On the following day, the conditions were quite the reverse.

Whilst in the South of France he ran a service between Cannes and Monte Carlo for many weeks, flying the Union Jack from the strut, and was well patronised by both English and American visitors, who appreciated the difference of 17 min. by air from hotel to hotel, as against 3½ hours by train. His was a purely private venture, and it has satisfied him to the extent that he contemplates running a number of machines in Switzerland next season. The result of his venture opens out a new sphere of enterprise for the private-owner, and it should be worth while for other owners to seek similar fields if they desire to turn their private flying to other advantage than sport. In the proper seasons, there must be unlimited scope for private taxi services on the Continent, where the people are existing for the main pleasure of spending money in a short search for diversion in life.



["FLIGHT" Photographs]

SOME PRIVATE OWNERS AT BOURNEMOUTH : 1, Mr. D. A. N. Watt, whom the daily press has nicknamed "Dangerous Dan." 2, Lady Bailey, who, in spite of serious scalp injuries, was present at the meeting and flew as passenger in her "Moth" G-EBPU. 3, Flying Officer A. H. Wheeler, who raced his S.E.5A (G-EBQM) at the meeting. 4, Mr. L. le Roy Irvin, of parachute fame, who is the owner of a "Moth" G-EBNX. 5, Captain Geoffrey de Havilland, who has been flying since about 1909 and still likes it as well as ever. His special "Moth" X carries the identification letters G-EBQH.

LIGHT 'PLANE CLUBS

The Hampshire Aeroplane Club

REPORT for week ending April 15:—We still have only one machine, but the flying time for this week reached the total of 16 hrs. 25 mins., as follows:—Instruction flying, 6 hrs. 40 mins.; solo flying, 5 hrs. 55 mins.; joy rides, 1 hr. 50 mins.; test flights, 1 hr. 15 mins.; flights to Bournemouth, 1 hr. 45 mins.

This week must have been a trying one for our ground staff, for we had entered for the Bournemouth meeting but did not wish to interfere with flying instruction, but McCracken and Stanford were determined that our "Moth" should be in good form for the races, so they worked all night as well as all day most of this week. However, the appearance of the machine certainly repaid them for their trouble.

The following members had instruction:—Mrs. C. B. Fry, 45 mins.; Mrs. Scott, 20 mins.; Mr. Dobson, 1 hr. 10 mins.; Mr. Blake, 50 mins.; Mr. Everett, 1 hr.; Mr. Shepherd, 20 mins.; Mr. Dickson, 30 mins.; Mr. Stokes, 20 mins.; Mr. Courtney, 20 mins.; Mr. Southcliffe, 15 mins.; Mr. Scott, 15 mins.; Master R. Sanders-Clark, 10 mins.; Mr. E. Wyllie, 10 mins.; Maj. Jenkins, 10 mins.; and Lieut. Graham, 5 mins.

The soloists were: E. Wyllie, 2 hrs. 5 mins.; Lieut. Graham, 1 hr. 25 mins.; Don Juan de la Cierva, 45 mins.; Flight-Lieut. Crawford, 35 mins.; Flying Officer Clarkson, 15 mins.; Mr. Shepherd, 15 mins.; Mr. Ash, 15 mins.; Mr. Nicholson, 10 mins.; Mr. Bowen, 5 mins.; and Mr. Everett flew his first solo of 5 mins., and put up a very promising show.

The joy-riders were Mrs. Crickmore, Mr. L. A. C. Crickmore, Mrs. Shepherd, Sir C. Congreve, Bart., Mr. Miles (chief instructor to the Shoreham Club) Mr. Morrow, and Mr. Price.

Note:—For the club's activities at Bournemouth, see the report on this meeting on p. 234 et seq.

Lancashire Aero Club

REPORT for week ending April 16:—Flying took place on 3 days. Total time (excluding LV at Bournemouth), 25 hrs. 55 mins., made up as follows:—Dual with Mr. Brown: Miss Brown, 1 hr. 10 mins.; Messrs. Torres, 1 hr. 5 mins.; Anderson, 40 mins.; McNair, Keays and Ward, 30 mins. each; Cohen, 25 mins.; Benson and Chapman, 20 mins. each; Dobson and Meades, 15 mins. each; Nelson and Blagden, 10 mins. each.

Dual with Mr. Cantrill: Mr. Musgrave, 35 mins.; Shiers, Nelson and Chapman, 30 mins. each; Torres, F. Scholes and Miss Emery, 25 mins. each; Caldecott and Miss Baerlein, 20 mins. each; Rodman, 10 mins.

Solo: Messrs. Nelson, 2 hrs. 10 mins.; Costa, 1 hr. 35 mins.; Abdalla, 1 hr. 25 mins.; Lacayo, 50 mins.; Gattrell, 35 mins.; Blagden, 30 mins.; Hardy, 25 mins.; Twenlow, 20 mins.; Cantrill, 20 mins.; Goodfellow, 15 mins.; Scholes, 10 mins.; Miss Brown, 10 mins.

Joy-rides: With Mr. Cantrill: Mr. Murrell, 55 mins. (photography); Evans, 25 mins.; Jones, 20 mins.; Marstraw, 10 mins.; Miss Smith, 10 mins.; With Mr. Costa: Mr. Abdalla, 2 hrs. With Mr. Lacayo: Mr. Caldecott, 35 mins. With Mr. Michelson: Mr. Keays, 15 mins. With Mr. Goodfellow: Miss Chignell, 10 mins. Test flights: 1 hr. 50 mins.

Owing to the magnificent generosity of our President, Col. Sir C. C. Wakefield, Bart., together with one of our vice-presidents, Sir William Letts, of A. V. Roe and Co., Ltd., it has become possible to extend and improve our existing club-house premises. The work has already begun and is due for completion on June 18, as from which date it is anticipated that members will be so comfortable in the club-house, that they will refuse to go out and fly!

The Cirrus-engined Avro Avian has been cleaving the air lately over Woodford, and Mr. Brown has "left undone none of those things which he ought to have done" on her. Messrs. Cantrill and Goodfellow have also tried her and formed a high opinion of her flying qualities.

The Newcastle-upon-Tyne Aero Club

REPORT for week ending April 17:—Total, 28 hrs. 20 mins. Dual, 14 hrs. 50 mins.; "A" Pilots, 8 hrs. 15 mins.; Solo (training), 1 hr. 55 mins.; Passenger, 3 hrs. 20 mins.

The following members flew under instruction with Mr. J. D. Parkinson: Mrs. Heslop, Miss Leathart, Messrs. Thirlwell, Phillips, Middleton, H. Ellis, J. M. Kennedy, Hayton, Twine, Rasmussen, N. S. Todd, Miesegaes, Welch, Dr. Dixon, Capt. Milburn.

Solo Training: Middleton, Turnbull.

"A" Pilots: Miss Leathart, Messrs. Leech, C. Thomson, R. N. Thompson, W. Baxter Ellis with Lawson, Urwin and Cockburn, Dr. Dixon with Mr. Leech.

The following had passenger flights: Miss James, Mr. Adamson, Mr. Luckman, Mr. Irving and Mr. Grundy, all with Mr. Parkinson.

The Club took delivery of new Moth, G-EBOV on Thursday. It was collected and flown up by Mr. Baxter Ellis, with Mr. Lawson as passenger.

Progress of the Norwich Light 'Plane Club

It very much appears that Norwich is going to be the first light-aeroplane club to organise itself and at least make a start entirely unaided by any official help in the nature of a subsidy. FLIGHT readers will remember their recent public demonstration and flying meeting in order to draw the wide interest of Norwich and other district citizens to their ambitions. Now they have raised a public subscription list, and it has been so favourably received that the total amount to date has reached the magnificent sum of £938 19s. 3d. Apart from this, it will be remembered, two sportsmen, Mr. James Hardy and Mr. Henry N. Holmes, have promised to buy the club the first "Moth," which means that two machines are now assured. But their publicity campaign is very keen, which is undoubtedly the reason of the progress, and the committee are about to make an immediate financial appeal! From recent questions and answers put in Parliament the club are very hopeful of receiving financial help from the Air Ministry next year, but as the Secretary points out that in order for this to materialise it is necessary that local support should be adequate. Other clubs should remember that the Air Ministry's financial eye will only glance benevolently on those clubs that have the best prospects of maturing by their own efforts. Obviously they cannot be foolish enough to give their assistance where it is not likely to be equally met. So that it is up to other cities anxious to acquire its own club to follow the example of Norwich.

The Yorkshire Aeroplane Club

REPORT for the week ending April 16:—The total time flown for the week amounted to 23 hrs. 35 mins., made up as follows:—

Solo, 11 hrs. 25 mins.; dual instruction, 9 hrs. 25 mins.; joy rides, 2 hrs. 30 mins.; and tests, 15 mins.

The soloists were Messrs. Carter, Clapham, L. S. Dawson, M. B. Lax, Mann and Wayman.

Instruction was given to the following members:—Messrs. Batcock, Brown, Clapham, M. B. and R. K. Lax, Ling, Little, Mann, Swift, Watson, Wilson and Winn.

Among the joy riders, the following are prospective members:—Messrs. Denby, Evans, John, and C. D. Whittingham.

The latter is now only just 15 years of age, so that if he joins the club immediately he will probably stand a good chance of having the distinction of being the youngest member to fly solo, which, we understand, is at present held by Sanders-Clark of the London Club.

The whole of the week has been quite a busy one for the club, as the following log shows:—

Monday.—Mr. Beck flew over Leeds in honour of Sir Alan Cobham, who was lecturing at the Leeds Institute at 3 o'clock that afternoon.

Tuesday.—Sir Alan, at Mr. Beck's invitation on behalf of the club, visited the aerodrome, and made a short flight in "LS." He seemed much impressed with the possibilities of the aerodrome, especially from the point of view of instruction.

Wednesday.—Sir Alan again arrived at Sherburn, and set off with one of our members (Mr. L. S. Dawson) in the "Moth" bound for Cramlington, which was reached in 1½ hours. Later in the day Mr. Dawson flew the machine back to Sherburn with a friend as his passenger.

The same afternoon two machines visited us, the first being a "9a" in charge of Sqdn.-Leader Longton and Flying Officer Watts from Netheravon. After a short stop Flying Officer Watts set off solo, while Mr. Longton motored with Mr. Thornton to Messrs. Blackburn's works to arrange for the delivery of the "Bluebird" he was to fly at the Bournemouth air meeting. We are sorry to read of the attempt that has just been made to shorten his existence, while on a practice flight near Bournemouth, but were relieved to learn that he escaped personal injury, although the machine apparently suffered slight damage.

Our second visiting machine was Mr. E. A. Jones on his Avro. He had come from Turnhouse, and after filling up with petrol and oil, continued his flight to Clacton-on-Sea, where he intended to stay over the holidays, giving joy rides.

Thursday.—At 7.30 p.m. Mr. Beck arrived on "NN" from Stag Lane, having made a landing at the Central Flying School.

Saturday.—Flying Officer Atcherley, of the R.A.F., concluded the week's programme by giving an excellent exhibition of "aerobatics" on the "Moth." He will probably join the club as a member, and we hope other service pilots will follow his example.

IN PARLIAMENT

Air Ministry and Directorships

MR. WALTER BAKER, on April 7, asked the Secretary of State for Air whether the Director of Civil Aviation has resigned the managing directorship of the Trinidad Friendship Oil Co.; and whether he will give an assurance that no similar directorships are held by officials of his Ministry whose salaries are chargeable to the Air Ministry Vote?

Sir Samuel Hoare: In answer to the first part of the question, the Director of Civil Aviation has resigned his directorship (not managing directorship) in the company named. In regard to the second part, two temporary Air Ministry officials hold directorships in public companies. One has declined an offer of a permanent established post in the Ministry in order that he might be allowed to keep in touch in this way with the technique of his profession in the outside world, to which he will probably be returning early next year. In the other case, I am informed that the company has not traded for some years past, and that the present directors are endeavouring to transfer their interests to other hands.

Civil Aviation in India

MR. DUNNICO on April 11 asked the Under-Secretary of State for India whether he is now able to inform the House as to the manner in which the Rs. 3,96,000 provided for civil aviation in the Indian Budget for 1927-28 is to be used.

Earl Winterton: The principal items are:—

Pay of officers and establishments, Rs. 52,000; establishment of civil air route across India, Rs. 1,50,000; survey of primary air routes, Rs. 25,000; provision of hangar at Karachi for Egypt-India aeroplane service, Rs. 37,000; contribution towards Imperial airship scheme, Rs. 1,00,000.

The remaining Rs. 32,000 are provided for other small miscellaneous items.

Royal Navy Aircraft Carriers

MR. RENNIE SMITH asked the First Lord of the Admiralty if he can give the cost of construction and tonnage of the largest British aircraft carrier in service or under construction, and the annual cost of maintenance and repair, and the same figures for a representative modern aircraft carrier of 6,000 tons?

Mr. Bridgeman: The answer to the first part of the question is:—Cost, £4,617,636; tonnage, 22,600; annual maintenance charge, £408,000 (in-

cluding about £130,000 for maintenance of Royal Air Force personnel and aircraft).

As regards the second part of the question, a ship of 6,000 tons could not be a representative modern aircraft carrier.

Fleet Air Arm and Status of Personnel

MR. HORE-BELISHA, on April 12, asked the First Lord of the Admiralty whether, seeing that petty officers and leading ratings of the Royal Navy are considered senior to sergeants and corporals of the Army, yet in the Fleet Air Arm they are placed in subordinate positions and are told that they are junior to the sergeants and corporals of the Royal Air Force, and that some doubt and dissatisfaction arise through this state of affairs, he can see his way to define by an Admiralty Fleet Order the status of naval ratings employed as personnel in the Fleet Air Arm?

Lieut.-Col. Headlam: The position is that Chief Petty Officers rank with Colour Sergeants and Staff Sergeants in the Army and Flight Sergeants, Royal Air Force; that Petty Officers rank with Sergeants in the Army and Royal Air Force; that Leading Rates rank with, but junior to, Corporals and Bombardiers in the Army and Corporals in the Royal Air Force. The King's Regulations and Admiralty Instructions will be amended to make the matter clear.

Territorial Anti-Aircraft Defences

SIR F. HALL, on April 14, asked the Secretary of State for War what was the total cost of the Territorial Anti-Aircraft Defences, Royal artillery, Royal Engineers, and Signals in 1926, including the expenses of commands and staff, annual rental value of headquarters' premises, offices and drill halls, and the lighting, heating, repair and administration thereof; and what is the estimated saving for 1927 under the reduced establishments notified by the War Office under date of March 25, 1927?

Sir L. Worthington-Evans: As regards the first part of the question, the estimated total cost of the Territorial Anti-Aircraft Defences in 1926 was £212,000. As regards the second part, establishments have not been reduced, but it has been decided to limit recruiting within the existing establishment. This limitation will, it is estimated, effect an actual saving of approximately £2,000 in 1927, and will avoid an ultimate increase of £50,000 a year in future years.

THE ROYAL AIR FORCE

London Gazette, April 12, 1927.

General Duties Branch

The follg. Flight Cadets having successfully passed through the R.A.F. Cadet College, Cranwell, are granted permanent commissions, with effect from the dates indicated and with seniority of Dec. 11, 1926:—

Pilot Officer on Probation:—J. R. Mutch (March 11). **Pilot Officer**—H. G. Wheeler (March 15).

The follg. are granted short service commissions as Pilot Officers on probation with effect from and with seniority of March 19:—P. F. G. Bradley, P. D. Cracroft, R. David, R. C. Hancock, S. Hatton, G. N. S. Lane, A. G. Mace, G. W. Monk, A. G. C. Somerhough, J. E. Stuart-Lyon. The follg. Pilot Officers are promoted to rank of Flying Officer:—J. W. Busted (Feb. 7), E. A. Swiss, J. W. Bayes, H. T. Andrews, E. G. L. Russell, A. M. N. David, A. E. Taylor (March 12), F. G. S. Wilson, G. H. C. Ingle, A. W. Whitta (March 18), S. A. Thorn (March 21), H. G. Loch (March 26).

The follg. Flying Officers are transferred to Reserve, Class A:—J. T. O'Brien-Saint (April 8); A. C. Lamb (April 13).

Flight Lt. W. F. Anderson, D.S.O., D.F.C., is placed on the retired list at his own request (April 6); Pilot Officer B. J. Bushe-Caryesford resigns his short service commission (April 13); Squadron Leader F. H. Wickham Guard, C.M.G., C.B.E., D.S.O., relinquishes his short service commission on account of ill-health (April 14). The follg. relinquish their temporary commissions on return to Army duty:—Flight Lt. C. R. Richardson (Capt., E. Yorks Regt.) (April 8); Flying Officer G. E. F. Boyes (Lt., R.A.) (April 3).

Wing Commander P. S. Rickcord (Cdr., R.N., ret.), relinquishes his temporary commission on ceasing to be employed (April 1).

Stores Branch

The follg. Pilot Officers are promoted to rank of Flying Officer (March 10):—G. H. Doveton, R. H. Clay, D. J. Divett.

Medical Branch

E. J. T. McWeeney, M.B., is granted a short service commission as a Flying Officer, for three years on the active list, with effect from and with seniority of March 24; Flight Lt. (hon. Squadron Leader) F. E. Wilson resigns his temp. comm. (April 1).

Reserve of Air Force Officers

The follg. Pilot Officers on probation are confirmed in rank:—W. T. W. Ballantyne (April 6); J. P. James (April 12). The follg. are transferred from Class A to Class C:—Flight Lt.—W. Halford, D.F.C. (April 12). Flying Officers.—J. V. Medcalf (Jan. 2); W. N. Sherlock (April 9); W. A. Chase (April 12).

Flying Officer R. McLaughlin, D.F.C., is transferred to Class C from the Special Reserve (April 6). The follg. relinquish their commissions on completion of service. Flying Officers.—W. H. Farrow, D.F.C. (Sept. 4, 1926) C. J. Clark (March 4). Pilot Officers.—C. R. Cottrill (March 18); H. Kirk (April 8).

Flying Officer W. H. Statham relinquishes his commission on account of ill-health, and is permitted to retain his rank (April 13); Flying Officer H. Alexander resigns his commission (April 12).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Flight-Lieutenants: J. T. Paine, to R.A.F. Station, Northolt; 1.4.27. R. R. Greenlaw, M.B.E., to Central Flying School, Wittering; 19.4.27.

Flying Officers: J. S. Nichol, to remain at No. 39 Sqdn., Spittlegate,

instead of to No. 2 Sqdn., as previously notified; H. C. Gammon, to R.A.F. Station, Northolt; 15.4.27. F. H. Cashmore, to Aeroplane and Armament Experimental Establishment, Martlesham Heath; 2.4.27. C. F. Caunter, to R.A.F. Station, Kenley; 1.4.27.

Pilot Officer R. G. Forbes, to No. 5 Flying Training Sch., Sealand, on appointment to a short service comm. (on probation); 6.4.27.

ROYAL AERONAUTICAL SOCIETY

(Official Notice.)

THE Royal Aeronautical Society has recently been bequeathed the sum of £700 by Mr. Herbert Akroyd Stuart, to be held in trust, in order to provide a prize once in every two years, for the best paper on the subject of the Origin and Development of Heavy Oil Aero Engines.

The lectures or papers which will be delivered under this trust will be known as "The Herbert Akroyd Stuart Lectures." Mr. Stuart will be remembered for his aero cycle heavy oil engines. He was one of the pioneers of the compression ignition engines, and his death will be a great loss to the engineering world.

Halton Branch

A new branch of the Royal Aeronautical Society has recently been formed at the School of Technical Training of the Royal Air Force at Halton. The chairman of the new branch is Wing-Commander Breeze.

J. LAURENCE PRITCHARD, Secretary

AIR MINISTRY NOTICE

Air Navigation (Amendment) Order, 1927.

1. An Order in Council has been established further amending the Air Navigation (Consolidation) Order, 1923, as amended by the Air Navigation (Amendment) Order, 1925. The new Order, entitled the Air Navigation (Amendment) Order, 1927, (S.R. & O., 1927, No. 263) is obtainable directly from H.M. Stationery Office or through any bookseller, price 2d. net.

2. The effect of some of the more important provisions of the new order is briefly outlined below, the references in brackets relating to the provisions of the 1923 order, as amended:—

(i) It is made an offence to commit any act, whether by interference with the pilot or a member of the operative crew, or by tampering with the aircraft or its equipment, or by disorderly conduct, or by any other means, likely to imperil the safety of any aircraft, its passengers, or crew. (Art. 9 (4).)

(ii) For the purpose of determining what class of licence the pilot must hold, a member of an aeroplane club carried in an aircraft belonging to the club and piloted by a member of the same club is not to be deemed to be a passenger carried for hire or reward. The pilot is, therefore, not required to hold a "B" licence in such cases. (Art. 31 (2).)

(iii) When there is no wind (a) the direction of landing or taking off at aerodromes shall be that indicated by a landing T or other appropriate signal, and (b) at licensed aerodromes a ball hoisted on a mast shall be displayed and the landing T, if any, shall be fixed. (Sched. IV, 40, 41 and 44 (3).)

(iv) The three-zone system of dividing aerodromes and the double L arrangement of landing lights are replaced by the following:—

As a general rule the centre of the aerodrome shall be reserved for landing and departure and a neutral zone for taxiing shall be preserved round the perimeter and at the approaches to the hangars. By way of exception, certain aerodromes which will be specially marked by a white star of five points will be regarded as divided into two equal zones for landing and departure respectively; for an observer facing in the direction of landing, the zone on the right shall be the landing zone, and that on the left the departure zone. At all aerodromes the direction of night landings shall be indicated by a luminous T, or failing this by an isosceles triangle formed by three white lights the direction of landing being from base to apex. (Sched. IV, 44-46.)

(No. 25 of 1927.)

Napier v. Martlesham Rugby Match

THE Napier Rugby Team are still carrying on the good work of meeting Service Teams, and on Saturday last a team from the Napier factory met Martlesham at Felixstowe. The Napier team were met at the station by an R.A.F. tender, which took them to the ground, and a most interesting game was played under ideal conditions. The service team proved the stronger side and won by 13 points against 1 try by the Napier team.

Martlesham were represented by:—Flying Officer Wilson, Flight-Lieut. White, Flight-Lieut. Jenkins, L.A.C. James, A/c.2 Pearce, Flying Officer Newton, A/c. Saunders, Flight-Lieut. Pope, Flight-Lieut. Langford Sainsbury, A/c. Jacobs, A/c. Leighton, A/c. Miles, Sgt. Reaney, A/c. Caistor and A/c. Fisher.

The Napier team were:—R. W. H. Mark, H. C. Hutchinson, W. Lind Jackson, A. B. Wright, P. Foulds, H. Owen, D. S. Burns, C. Robson Elgie, H. L. Cleverly, H. J. S. Rowe, E. Scott, A. K. Harvey, A. E. Benson, E. H. Huggins and T. Green.

IMPORTS AND EXPORTS, 1925-1926

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910).

For 1910 and 1911 figures see FLIGHT for January 25, 1912.

For 1912 and 1913, see FLIGHT for January 17, 1914.

For 1914, see FLIGHT for January 15, 1915, and so on yearly, the figures for 1926 being given in FLIGHT, January 20, 1927.

	Imports.		Exports.		Re-Exports.	
	1925.	1926.	1925.	1926.	1925.	1926.
Jan. ..	£ 494	£ 1,850	£ 130,049	£ 49,021	£ —	£ —
Feb. ..	2,089	679	40,416	63,080	6,341	—
Mar. ..	1,001	7,087	92,840	106,478	9,758	2,270
	3,584	9,616	263,305	218,579	16,099	2,270

PUBLICATIONS RECEIVED

The "Gloster" Magazine. Vol. II, No. 6. March-April, 1927. The Gloster Aircraft Co., Ltd., Sunningend Works, Cheltenham, Glos.

The Great Delusion.—By "Neon." Ernest Benn, Ltd., Bouverie House, 154, Fleet Street, London, E.C.4. Price 1s. 6d. net.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1926

Published April 21, 1927
31,254. D. HURLBURT. Parachutes. (262,798.)

FLIGHT,

The Aircraft Engineer and Airships

36, GREAT QUEEN STREET, KINGSWAY, W.C.2.

Telephone: Gerrard 1828.

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